



**"GIBSON
SERVES
the WORLD"**

Automotive Equipment

No. 25



The
Gibson Company
Indianapolis U. S. A.



The Home of The Gibson Company



In this big building we concentrate the products of all the leading manufacturers of automotive supplies and garage equipment and carry them for the convenience of dealers, both at home and abroad. Your buying cost therefore is materially reduced by being able at ONE time to place ONE order with ONE house to receive ONE bill of goods, rather than placing orders with different houses and receiving a number of different shipments for the same order.

SEND US YOUR MAIL ORDERS

OUR large and complete stocks permit our filling your orders promptly, and our knowledge of the correct way to pack automotive supplies and garage equipment for shipment is of value to both our domestic and export trade. We keep in mind that all goods must be delivered in good condition—yet the packing must be as light and compact as possible in order to cut down transportation charges.

We maintain an Export Department with experts trained in the proper execution of foreign business, and foreign customers are assured that their orders will be promptly and efficiently handled.

Finally, we solicit your consideration—your business. ONE house, ONE order, ONE shipment and universal satisfaction by dealing with a house of "Finest Quality," "Fastest Service" and "Fairest Treatment" and more than twenty-five years' experience.

THE GIBSON COMPANY

ESTABLISHED 1898

INDIANAPOLIS, U. S. A.

Cable Address: "Gibsonco" Indianapolis

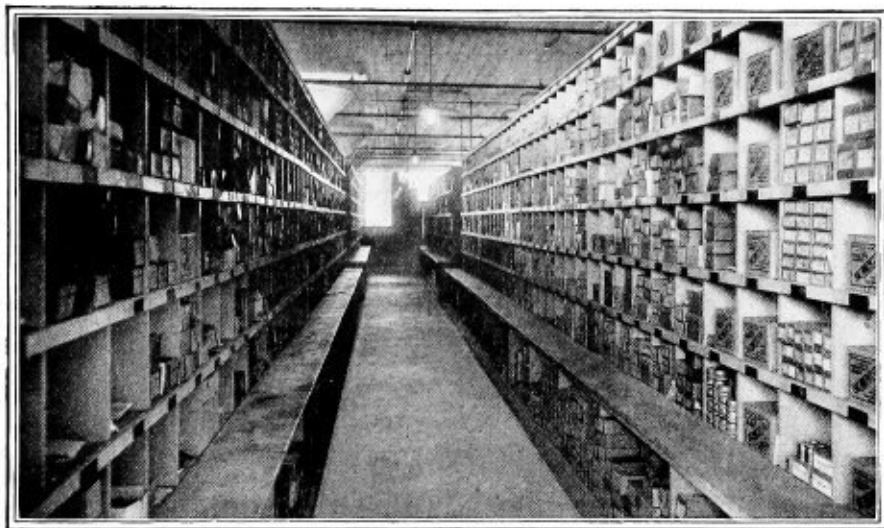
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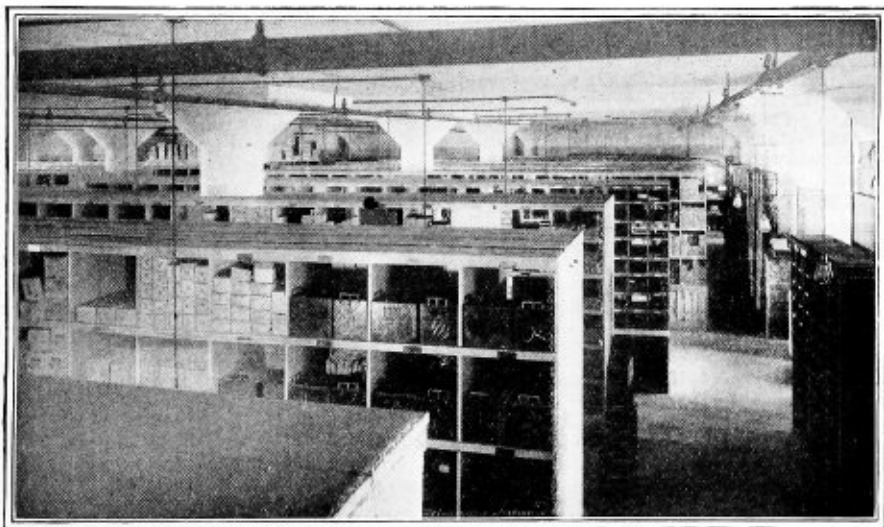
This view shows one side of our wholesale salesroom. Here we wait on the local trade and such of our customers as may be in Indianapolis from time to time. In this display room we combined all of the ideas for merchandise display, that up to this time had been developed, and we invite all who can possibly do so, to inspect this department especially and to use any of the ideas that may be found practical for their show rooms.



View of the General Office where the detail of taking care of the hundreds of orders which are filled each day, is handled. In addition to being a model of efficiency, every detail that will add to the comfort of employees has been taken care of. In addition to the General Office are rest rooms and a general club and assembly room where both social and business meetings of employees are held regularly.



This is one of the many aisles showing how merchandise is carried in our stocks. There is a place for every one of the more than twenty-two thousand items that we find it necessary to carry in order to fill completely the orders which come from our thousands of customers daily. One crew of men is busy from morning till night unpacking and putting away stock, and another crew is at the same time filling your orders.



A view on the third floor showing the floor arrangement. About one-third of the number of aisles of merchandise as shown in the picture above are shown in this view, the short distance between the top of the stock fixtures and the ceiling making it impossible to get a fuller view. Is it any wonder that The Gibson Company has built up its wonderful reputation for service with such a stock to draw from? "You can get it at Gibson's."

THE "GIBSON" POLICY

Quality Goods · Prompt Service · Fair Treatment

INSTRUCTIONS FOR ORDERING

Domestic

Write your name and address plainly. Use our stock numbers as well as giving name and size under which we have article listed. If it should happen that we are temporarily out of an article and unable to secure it without delay, we may take the liberty of shipping an article of similar character and of equal quality. If our action is unsatisfactory, you may return goods to us.

SHIPPING INSTRUCTIONS

Always state whether your order is to be shipped by express, parcel post or freight.

PRICES AND TERMS

Domestic

All goods are priced F. O. B. shipping point unless otherwise specified. All accounts are due and payable on the 10th of the month following date of purchase, less 2% cash discount, in most cases, or upon a net basis by trade acceptance due 30 days after day of statement.

RATING

Goods will be shipped C. O. D. in cases where customers are unknown to us. A deposit is required on C. O. D. shipments to cover transportation charges. We will be glad to open accounts with concerns who are satisfactorily rated in mercantile agencies or who can furnish proper references.

RETURNED MERCHANDISE

If merchandise is returned to us, for any reason, credit will not be allowed unless our consent has first been obtained. A charge of 10% will be made for rehandling and restocking returned merchandise.

LIABILITY

Our responsibility ceases when goods have been delivered to transportation company.

PRICES

All prices quoted are subject to change without notice, but goods will be delivered at lowest prices prevailing at date of shipment.

INSTRUCTIONS FOR ORDERING

Foreign

We maintain an Export Department for our trade in foreign fields. With our complete stock carried under one roof, and under one order, one draft, one insurance policy, one set clearance papers, one invoice, one shipment, in other words, one complete transaction, prompt and satisfactory service are assured.

FOREIGN TERMS AND INSTRUCTIONS

When irrevocable letter of credit is established in this country, against which we may draw at sight, a cash discount of 2% in most cases will be allowed. Otherwise we require a deposit of at least 25% to accompany the order, balance to be covered by sight draft, but no cash discount is allowed with this method of payment.

Many of our friends have placed with us a sufficient deposit to be retained by us indefinitely. This enables us to draw sight drafts without the necessity of additional deposits.

PACKING AND SHIPPING

All merchandise is carefully and strongly boxed for export shipment. A small charge is made to cover the additional expense. Be sure to give full information in detail as to shipping instructions.

PRICES

Goods in most cases are delivered in New York City or any other export point taking same freight rate.

Prices shown are subject to change without notice, but goods will be delivered at lowest prices prevailing at time of shipment.

*Correspondence in All
Languages*



INDIANAPOLIS

IS

"THE HEART OF AUTOMOTIVE TRADE"



INDIANAPOLIS, being centrally located in the heart of the great Middle West, is an ideal distributing point. It is within fifty miles of the center of population of the United States, and is one of the great railroad centers of the country, being situated on several of the main railway trunk lines.

Within the circle shown on the map is manufactured more than eighty-five per cent. of the world's motor cars and equipment. Indianapolis is the center of this great automotive production field and is second in the number of manufacturers of automotive products.

The most distant city within this circle is not more than ten hours' travel from Indianapolis, thereby emphasizing the fact that it is The Heart of the Automotive Industry.

Daily through dispatch freight car service is maintained with New York City and other export points of the United States. This means that freight loaded from Indianapolis can be shipped through to the seaboard without change, eliminating the delays at transfer points.

The most important automobile speed contest in the world is annually held on the Indianapolis Motor Speedway.

These important facts combined with

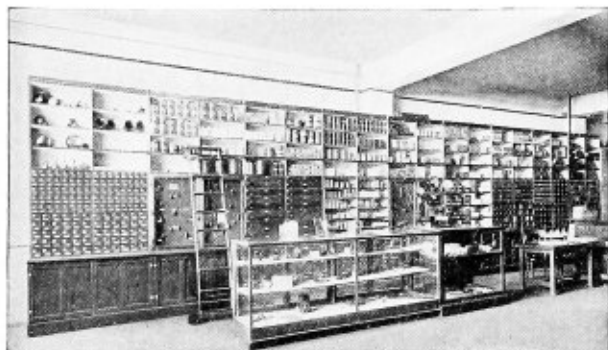
GIBSON SERVICE

ASSURE PROMPT AND COMPLETE DELIVERIES ON
ALL YOUR REQUIREMENTS





UNIT CABINETS



Our Easy Time Payment Plan makes it possible for every dealer to have unit cabinets. Write us for details and special catalog showing combinations and separate units.

Proper Store Display Sells Goods

This picture of an interior of an automobile accessory store gives you an idea of what you can do with Heller Sectional Cabinets. "Goods well displayed are half sold" is as old as the retail business, but just as true today as it ever was.

The other and more important thing about this kind of a stock arrangement is the increased speed with which orders can be filled—and you know that prompt service is one of the prime requisites of successful business.

Sectional cabinets will pay for themselves in the saving of lost and damaged goods alone. You can't do better than consider this plan of stock arrangement seriously now.

These Sectional Unit Cases having a steel back and the body of the drawers being of galvanized steel you will never have any annoyance of sticking drawers, and the contents will keep clean, and at the same time mice cannot get in them as they are mouse-proof. They will fit in anywhere, and you can add additional sections as your requirements demand; in short, they spell "A PLACE FOR EVERYTHING AND EVERYTHING IN ITS PLACE."

Finish

All goods shown are finished with a solid oak exposure with a rich antique finish.

Packing

All of our goods are well packed in strong cases, so as to reach you in the same condition as they leave our plant. However, we guarantee safe delivery.

If you are rearranging your store or building a new one let our planning department help you. This service is free for the asking.

Combination No. 290

This combination is made up of the sections shown on the following pages and is just another illustration of the various style fixtures possible to obtain by the use of Heller units.

Size—16 ft. 9 in. long, 76 in. high, 12½ in. deep, 12 in. base ledge, consisting of

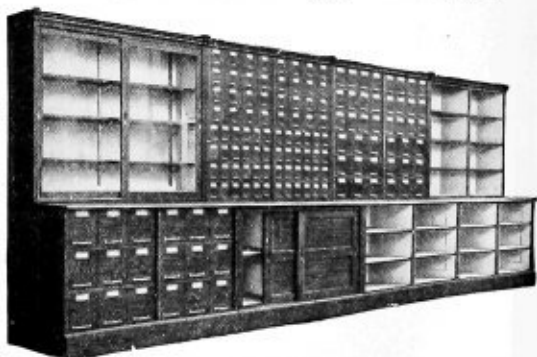
One Base Cabinet No. 273.....	\$ 49.00
One Base Cabinet No. 256.....	31.00
Two Base Cabinets No. 270 @ \$27.00.....	54.00
One Unit Section No. 202.....	33.00
One Unit Section No. 231.....	36.70
One Unit Section No. 232.....	32.50
One Unit Section No. 243.....	26.20
One Unit Section No. 242.....	28.30
One Unit Section No. 206.....	15.50
Four Unit Tops No. 201 @ \$3.75 each.....	15.00

Total\$321.20

Base Cabinet contains 18 drawers 8 in. wide, 8 in. deep, 24 in. long. In the unit section are the following boxes:

48 Boxes	4 x 4 x 12
32 Boxes	6 x 4 x 12
24 Boxes	6 x 6 x 12
18 Boxes	8 x 6 x 12

making a total of 140 boxes and drawers.



In ordering, mention Combination No. 290. Approximate weight, 1,800 pounds; 120 cubic feet.



STEEL SHELVING

Adjustable to Meet Changing Conditions. Most Economical System of Stocking Parts

These Shelving Units are popular because of their utility, moderate cost, simplicity and flexibility. They are ideal for stocking automotive parts and accessories.

Sturdy Construction

Made of steel, cold rolled, box annealed and patent leveled. Uprights, backs and shelves are heavy gauge. Finished in dark green enamel, baked on. These units are fire retardant, and protect stock from dirt, oil and prevent waste.

Units May Be Added

We have unit combinations worked out to meet the requirements of every dealer. Units can be furnished in continuous assemblies. When expansion is desired after the original purchase it is an easy matter to add additional units.

Dividers

It is an easy matter to change the dividers in any of the sections. All standard Ford Units have boltless dividers, and changing a divider is simply a matter of lifting it out of one set of slots and placing it in another set. Slots are punched every 1 1/2 inches for this arrangement.

The steel shelves of all other Units are punched every 3 inches for dividers, which are easily bolted into place. This system makes it possible to provide proper space arrangement to meet every circumstance.

Shipped Knocked Down

Shipped knocked down (third-class freight). Any one can set shelving up. Full directions are furnished and only tool needed is a screwdriver.

Below We Show Only a Few of the Many Units, Which Cost But Little

Below are two units which are designed to meet the requirements of the average dealer handling parts and accessories. Additional units can be added as conditions demand.



Service Improved

With all parts and accessories in plain sight in Steel Shelving Units it is an easy matter to keep a running inventory of stock. With a place for everything it should only take a few minutes each evening to check up on "shorts" and arrange to replenish your stock by ordering at once by mail from The Gibson Company. We have a complete line of Accessories and Replacement Parts for All Cars.

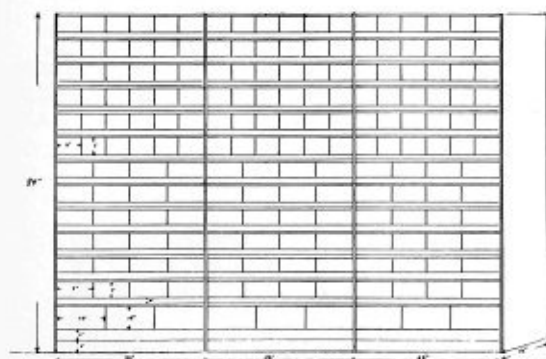
Floor Space Saved

These Steel Shelving Units are compact and can be arranged to save valuable floor space, and puts all parts within a few steps of the sales counter.

Bins can be indexed with cards bearing parts numbers and grouped according to the arrangement of the parts book.

More Profit

Steel Shelving Units help to reduce your investment. Inventories can be taken quickly, and with no more stock, more turnovers and better profits can be obtained.



Unit No. 1

Unit No. 1 as illustrated above consists of 3 sections, each section being 7 feet high, 3 feet wide and 12 inches deep.

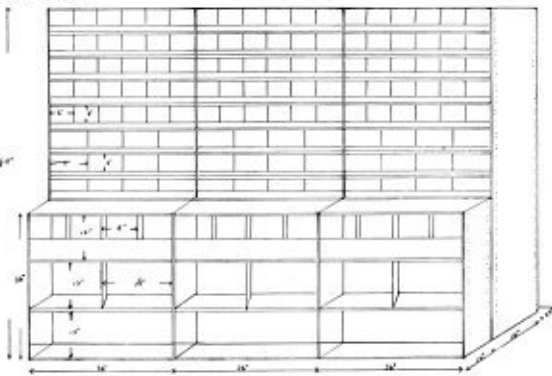
Capacity each section—

- 36 bins 6"x 6"x12" deep
- 24 bins 6"x 9"x12" deep
- 3 bins 12"x12"x12" deep

Bin fronts and card holder included

List price, per section.....\$58.00

List price, per unit as illustrated.....174.00



Unit No. 2

Unit No. 2 as illustrated above consists of 3 sections with counter attachment. Each section is 7 feet high, 3 feet wide and 12 inches deep. Counter attachment is 3 feet high.

Capacity each section—

- 30 bins 6"x 6"x12" deep
- 12 bins 6"x 9"x12" deep
- 4 bins 12"x 9"x24" deep
- 2 bins 12"x18"x24" deep
- 1 bin 12"x36"x24" deep

Bin fronts and card holders included.

List price, per section.....\$77.00

List price, per unit as illustrated.....231.00

We Can Supply Units for All Parts for All Cars

Just give us an idea of your requirements and let us fill your order, or we will be glad to submit our recommendations, with full information relative to capacity, cost, etc.

Prices on application.

Write for Special Catalog

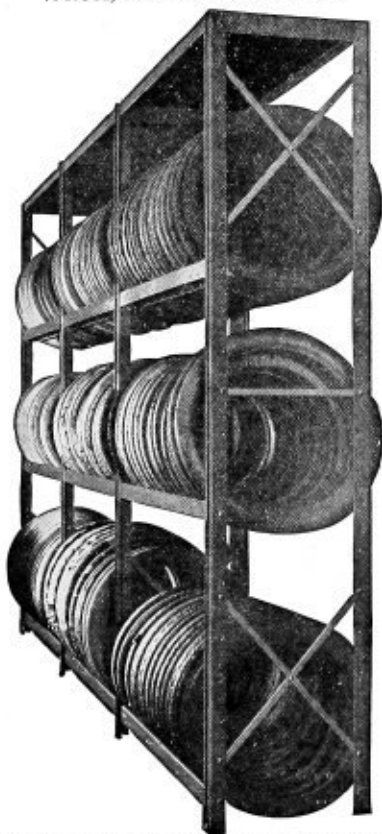
And Full Information.

No.	STANDARD UNITS FOR PARTS FOR FORDS
6	\$ 1,500—\$2,000 Stock of Fordson Tractor Parts
9	\$ 5,000 or Less Stock of Ford Car and Truck Parts
20	\$ 5,000—\$15,000 Stock of Ford Car and Truck Parts
30	\$15,000—\$25,000 Stock of Ford Car and Truck Parts
36	\$25,000—\$30,000 Stock of Ford Car and Truck Parts
48	\$30,000—\$40,000 Stock of Ford Car and Truck Parts



DISPLAY CASES AND RACKS

Wheel, Rim and Tire Rack



With this equipment you display your tires, wheels or rims as well as store them. Adjustable every 4 inches to hold any make of wheels, rims or tires. Uprights are 14 gauge steel. Tire supports are 16 gauge. No sharp edges to injure tires. Angle construction makes rack rigid and strong. Shipped knocked down, complete with erecting instructions. Easily set up. Finished in dark green enamel.

No.	Dimensions	Capacity in			Last Price
		Tires	Rims	Wheels	
1	3 Tier Unit—10' h. x 5' l.	48—3½"	57—3"	30—5½"	\$33.10
2	3 Tier Unit—10' h. x 4' l.	36—3½"	45—3"	24—5½"	30.15
3	2 Tier Unit—7' h. x 5' l.	32—3½"	38—3"	20—5½"	26.50
4	2 Tier Unit—7' h. x 4' l.	24—3½"	30—3"	16—5½"	24.25
5	2 Tier Unit—Wheel and Rim only				22.60

Radiator Rack

Steel Radiator Rack for radiators for Fords. Measures 23½ inches wide, 26½ inches deep, and 84 inches high. Shelves adjustable two inches. Finished in dark green enamel, baked on. Shipped knocked down. No. 1452\$30.00

Fender Rack

Has three shelves each. Holds 15 fenders. The rack is rigid, requiring no anchoring to floor or ceiling. Size: 60 inches wide, 63 inches long, 84 inches high. Finished in dark green enamel, baked on. Shipped knocked down.

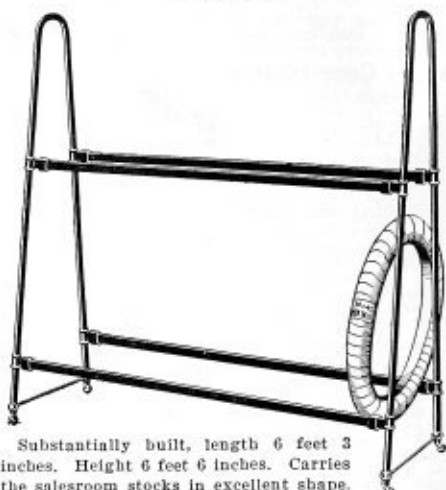
No. 1457\$101.60

Spring Rack

The rack is made of heavy gauge steel, which, with its triangular construction, gives it exceptional strength. Arms are heavy gauge pressed steel angles bolted to uprights. Turned-up ends prevent springs from slipping off. Accommodates Ford springs as well as those of other makes. Size: 82 inches high, 45 inches wide, 28 inches deep. Finished in dark green enamel, baked on. Shipped knocked down (partly assembled).

No. 1451\$45.00

Tire Rack



Substantially built, length 6 feet 3 inches. Height 6 feet 6 inches. Carries the salesroom stocks in excellent shape.

No. 2, each.....\$14.00

Tire Display Stands



Adjustable to Any Size up to 6 Inches

No. 601, Gray enamel, each.....\$1.50

No. 600, Polished nickel, each.....2.00

No. 602, Polished aluminum, each.....2.50

Accessory Display Case



Built of quartered oak, golden finish; makes a creditable showing for firms large and small. The top lights are of beveled plate glass; the front, ends and doors of double strength American glass. Two solid wood shelves, 10 and 14 inches wide, respectively, with binding strip to prevent merchandise from creeping off from vibration, rest on nicked brackets that are adjustable to any height. More shelves can be added at slight additional expense. Doors fitted with cut steel ball-bearing sheaves running on a steel track, move to and fro at the easiest touch.

This case is 24 inches wide, 42 inches high and 6 feet or 8 feet or 10 feet long.

This Display Case can be furnished knocked down and packed for export shipment at an additional charge of 25 per cent.

No. 95, price, per foot.....\$17.25



HAND TOOLS

INTER-CHANGEABLE SOCKET WRENCH SETS



NO. 27 INTER-CHANGEABLE SOCKET WRENCH SET

A complete, heavy duty socket wrench set for use by mechanics or millwrights in service station, garage or general factory and mill service.

- No. 716—12" Ratchet Wrench.
- No. 1135—5" Extension Bar.
- No. 1139—9" Extension Bar.
- No. 1105—Combination T and Offset Handle.
- No. 1102—Universal Joint.
- No. 1107—Brace Wrench.
- No. 1108—Brace Top.
- No. 1109—Plug Connectors (two).
- No. 1110—Socket Connector.
- 16 Hex. Sockets—7/16, 1/2, 9/16, 19/32, 5/8, 11/16, 3/4, 25/32, 13/16, 7/8, 15/16, 31/32, 1, 1-1/16, 1-1/8, 1-1/4.
- 11 Square Sockets—3/8, 7/16, 1/2, 9/16, 5/8, 11/16, 3/4, 7/8, 1, 1-1/8, 1-1/4.
- 5 Open End Wrenches.

Price complete.....\$24.20
Box size 16 x 10 x 2-7/8. Weight 25.00 lbs.



NO. 8 INTER-CHANGEABLE SOCKET WRENCH SET

Assortment particularly selected to fit Ford cars.

- No. 516—9" Ratchet Wrench.
- No. 1139—9" Extension Bar.
- No. 1102—Universal Joint.
- No. 1109—Plug Connectors (two)
- 7 Sockets—Hexagonal 1/2, 9/16, 5/8, 11/16, 3/4, 7/8, 15/16.
- 1 Socket—Square 9/16.

Price complete.....\$9.90
Box size 10-7/16 x 4 x 2-5/8. Weight 7.00 lbs.

INTERCHANGEABLE STEEL SOCKETS



Sockets—Sockets are machine made from the solid bar. Broaching depth is the thickness of the nut to be fitted, and broached 1/4" over the size of the nut. Sockets are counter drilled making extreme bolt size depth of socket 1/4" more than the thickness of the nut. The outside diameter of the socket size and taper have been designed to insure strength and service conditions. The broached end is countersunk slightly to relieve the square edges and to allow more rapid placing of socket on bolt head. All sockets are heat treated to toughen them.

SOCKET STOCK NUMBERS	SOCKET SIZES	SIZES IN SCREW-BOLT NUTS				
		SAE NUTS CAP SCREWS	U.S. STAIN. CAP SCREWS	U.S. STAIN. CAP SCREWS	U.S. STAIN. CAP SCREWS	U.S. STAIN. CAP SCREWS
112	3/8					
114	1/2	1/4	1/4	1/4	1/4	1/4
116	5/8	3/8	3/8	3/8	3/8	3/8
118	7/8	1/2	1/2	1/2	1/2	1/2
219	1 1/8	5/8	5/8	5/8	5/8	5/8
120	1 1/4	3/4	3/4	3/4	3/4	3/4
122	1 1/2	7/8	7/8	7/8	7/8	7/8
124	1 3/4	1	1	1	1	1
225	2	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
226	2 1/8	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4
128	2 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
230	2 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4
231	3	2	2	2	2	2
132	3 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8
234	3 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4
136	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
140	3 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4



NO. 26 INTER-CHANGEABLE SOCKET WRENCH SET

This set is similar in every respect to the No. 27 set except that it does not contain the series of square sockets. It is especially well adapted for use in service stations, garages and repair shops, on all classes of automotive work.

- No. 716—12" Ratchet Wrench.
- No. 1135—5" Extension Bar.
- No. 1139—9" Extension Bar.
- No. 1105—Combination T and Offset Handle.
- No. 1102—Universal Joint.
- No. 1107—Brace Wrench.
- No. 1108—Brace Top.
- No. 1109—Plug Connectors (two).
- No. 1110—Socket Connector.

16 Hex. Sockets—7/16, 1/2, 9/16, 19/32, 5/8, 11/16, 3/4, 25/32, 13/16, 7/8, 15/16, 31/32, 1, 1-1/16, 1-1/8, 1-1/4.

5 Open End Wrenches.
Price complete.....\$19.00
Box size 16 x 10-1/2 x 2-7/8. Weight 19.25 lbs.



NO. 16 INTER-CHANGEABLE SOCKET WRENCH SET

A most desirable socket wrench set for owner's use and for general service where the purchase of the larger No. 27 set would not be warranted.

- No. 516—9" Ratchet Wrench.
- No. 1139—9" Extension Bar.
- No. 1102—Universal Joint.
- 16 Sockets—Hexagonal 7/16, 1/2, 9/16, 19/32, 5/8, 11/16, 3/4, 25/32, 13/16, 7/8, 15/16, 31/32, 1, 1-1/16, 1-1/8, 1-1/4.

Price complete.....\$13.20
Box size 12 x 5-1/4 x 2-5/8. Weight 11.00 lbs.

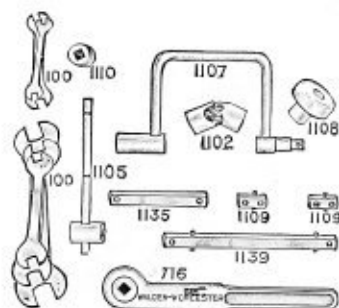
ANY WRENCH OR SOCKET MAY BE OBTAINED SEPARATELY

No. 100 Open End Wrenches (set).....\$1.35	No. 1108 Brace Top......55	Nos. 112-118 Steel Sockets......33
No. 516 Ratchet Wrench......2.75	No. 1109 Plug Connector......33	Nos. 120-122......44
No. 716 Ratchet Wrench......3.30	No. 1110 Socket Connector......33	Nos. 124-140......66
No. 1102 Universal Joint......1.65	No. 1135 5" Extension Bar......44	Nos. 214-222......33
No. 1105 Comb. T and Offset Handle......65	No. 1139 9" Extension Bar......55	Nos. 224-230......44
No. 1107 Brace Wrench......1.10	No. 1178 Brace Wrench......1.65	Nos. 231-240......55



HAND TOOLS—Continued

INTER-CHANGEABLE SOCKET WRENCH PARTS



RATCHET WRENCHES— $\frac{1}{2}$ " square opening 9" and 12" lengths. The special type of pawl reduces tension in backing up wrench also gives maximum strength and always positive smooth action. The ratchet action is reversed by turning over the wrench eliminating complicated reversing mechanism which also would reduce strength and positive action of the tool—only three working parts which are made of high grade steel and properly tempered.

516—9 inch

Each 2.75

716—12 inch

Each 3.30

1102 Universal Joints are solid steel full machined finish used in combination with ratchet wrench extension bars and sockets working successfully at 45 degree angle.

Each 1.65

1107 Brace Wrench. Length over all $9\frac{3}{4}$ " sweep 10". For use with various sockets and combination parts. Ends of brace are provided with ball friction to hold parts in engagement.

Each 1.10

1108 Brace Top a pressed steel handle, working on cone bearing and provided with socket end to fit brace wrench and various combination parts. Valuable auxiliary with extension bar ratchet wrench and socket on overhead work—millwrights particularly will appreciate this attachment and combination.

Each .55

1178 Brace Wrench with Top Handle. When ordering complete tool please use this number—1178.

Each 1.65

1135-1139 Extension Bars also Shanks for Combination Tee and offset handle No. 1105. Bars have ball friction on either end to retain sockets and other parts in engagement.

1135—5"

Each .44

1139—9"

Each .55

SOCKET STOCK NUMBERS	SOCKET SIZES	SIZES SCREW-BOLT-NUTS			
		SAE	U.S. STAN. NUTS	U.S. CAP-SCREWS	U.S. BOLT HEADS
112	$\frac{3}{8}$				
114	$\frac{7}{16}$				
116	$\frac{1}{2}$				
118	$\frac{9}{16}$				
219	$\frac{5}{8}$				
120	$\frac{5}{8}$				
122	$\frac{11}{16}$				
124	$\frac{3}{4}$				
225	$\frac{25}{32}$				
226	$\frac{13}{16}$				
128	$\frac{7}{8}$				
230	$\frac{15}{16}$				
231	$\frac{31}{32}$				
132	1				
234	$1\frac{1}{16}$				
136	$1\frac{1}{8}$				
140	$1\frac{1}{4}$				

SOCKET PRICES

112-118	Each .33	214-222	Each .33
120-122	Each .44	224-230	Each .44
124-140	Each .66	231-240	Each .55

Sockets. Sockets are machine made from the solid bar. Broaching depth is the thickness of the nut to be fitted, and broached $1/64$ " over the size of the nut. Sockets are counter drilled making extreme bolt size depth of socket $\frac{1}{2}$ " more than the thickness of the nut. The outside diameter of the socket size and taper have been designed to insure strength and service conditions. The broached end is countersunk slightly to relieve the square edges and to allow more rapid placing of socket on bolt head. All sockets are heat treated to toughen them.

1104 Combination Tee and Offset Handle Wrench with extension. The shank or extension bar (1135) is removable. The ball friction on both ends to couple combination parts or sockets.

Each .99

1105 Combination Tee and Offset Handle. This number covers the handle only as illustrated. If complete tool is wanted, order No. 1104.

Each .55

1109 Plug Connector. Square bar connector, with ball friction on each end for coupling combination parts.

Each .33

1110 Socket Connector. Round socket with $\frac{1}{2}$ " square hole for coupling combination parts.

Each .33

HEAVY DUTY WRENCHES

Popular types of wrench handles with interchangeable sockets are many times the desirable wrench equipment.

Recognizing this demand and also the necessity for heavier style of tools the following numbers are stock items.

These handles are usable with all interchangeable parts in our regular sets and sockets, our series Nos. 100 and 200.

BRACE SOCKET WRENCH

Shank $2\frac{1}{2}$ ". Length over all 12". Wire $5/8$ ". Sweep 12". Throw 6".

1114 Each 1.25

OFFSET HANDLE WRENCH

Length over all 12". Wire $11/16$ ".

1125 Each .75

BRACE SOCKET WRENCH

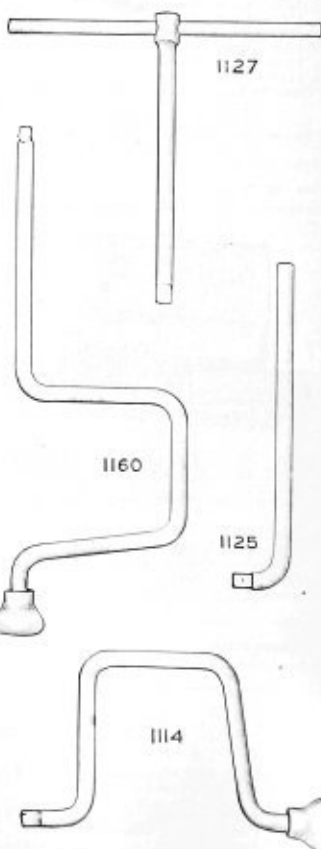
Long Shank 10-1/2". Length over all 20". Wire $5/8$ ". Sweep 12". Throw 6". A considerably heavier speed wrench than our 6000 series. Extra sweep allows more leverage for use with large size sockets.

1160 Each 1.50

TEE HANDLE WRENCH

Shank 10-1/2" x $11/16$ ". Handle 12" x $1/2$ ". Handle is adjustable to make L. type.

1127 Each 1.25





HAND TOOLS—Continued

UNIVERSAL JOINT TEE HANDLE WRENCHES



The tee handle socket wrench of rigid type has been a favorite of years' standing. The "Tee-Flex" series has the added advantage of operating in difficult and seemingly impossible places gained by the use of a universal joint built integral with the tool and toughened by the proper heat treatment.

1016-1/2"	Each 2.50
1018-9/16"	Each 2.50
1020-5/8"	Each 2.50
1022-11/16"	Each 2.50
1024-3/4"	Each 2.50
1028-7/8"	Each 2.50

BRACE SOCKET WRENCHES

FOR DEMOUNTABLE RIMS AND DISC WHEELS



MORE POWER—MORE SPEED GREATER LEVERAGE LESS HAND TRAVEL

The loop on the handle is the grip for extra leverage in releasing and final tightening. The lesser throw on the brace gives more speed on account of lesser hand travel. It combines advantages of our offset and speed wrenches. The shank on this wrench is five inches long providing extra clearance for use on practically all disc wheels.

A desirable wrench for other uses than tires and wheels in garage service.

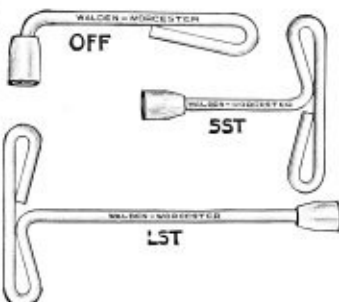
Stock No.	Size	Stock No.	Size
1520	5/8	1522	11/16
1524	3/4	1528	7/8

Each, All Sizes \$1.00



TEE AND OFFSET HANDLE SOCKET WRENCHES

Wire handle construction and machine turned sockets make it possible to produce an equally well made and serviceable tool at much less cost than usual drop forged wrenches. Sockets are steel, machine turned from solid bar and broached accurately to size. Wire handles are proper size and class of material to guarantee service. Sockets are so fastened to the wire they will not turn or loosen.



SIZE	OFF	SST	LST
3/16	2514	2614	2714
1/2	2516	2616	2716
9/16	2518	2618	2718
19/32	2519	2619	2719
5/8	2520	2620	2720
11/16	2522	2622	2722
3/4	2524	2624	2724
25/32	2525	2625	2725
13/16	2526	2626	2726
7/8	2528	2628	2728

Offset Socket Wrenches. Handles 7", 10 sizes as listed.

No. 2500 Series. All Sizes Each .50

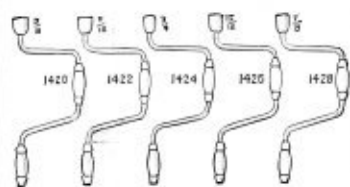
Short Shank Tee Handle Wrenches. Handle 6 inches, Shank 6 inches, 10 sizes as listed.

No. 2600 Series. All Sizes Each .55

Long Shank Tee Handle Wrenches. Handle 6 inches, Shank 12 inches, 10 sizes as listed.

No. 2700 Series. All Sizes Each .60

BRACE RIM WRENCHES



5/8	11/16	3/4	13/16	7/8
1420	1422	1424	1426	1428

There is only one size nut on any rim so that this solid handle tool fills all requirements (no loose socket to be misplaced).

No. 1400 Series. All Sizes. Each 1.10

SPEED WRENCHES 6000 SERIES



Shank 11-1/4".

Length over all 19-1/4".

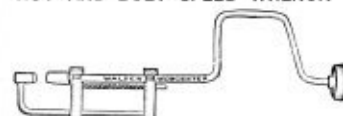
Speed Wrenches: Long shank brace socket wrenches are used as speed tools in assembling and dismantling cars. Are most efficient when used on a series of the same sized nuts as on cylinder heads. These tools are big time savers, and are considered indispensable in garages where they have been tried.

No.	Size	No.	Size
6014	7/16"	6022	11/16"
6016	1/2"	6024	3/4"
6018	9/16"	6025	25/32"
6019	19/32"	6026	13/16"
6020	5/8"	6028	7/8"

Unit package—5 each one size jute board carton, 19-3/4" x 7-1/4" x 3-7/8".

6000 Series. All Sizes Each .88

NUT AND BOLT SPEED WRENCH



A one man tool. The extension socket holds either the nut or bolt head while the operator spins it off. Extension arm is adjustable for different bolt lengths.

6316-1/2" Each 3.00

6318-9/16" Each 3.00

DOUBLE-POWER SPEED WRENCHES



More Power—More Speed

Less Hand Travel—More Leverage

An entirely new design in speed wrenches. The lesser throw gives more speed (less hand travel). The loop on handle is the grip for extra leverage in releasing and final tightening. An offset wrench is many times necessary using ordinary type of speed wrench but this Double-Power Speed wrench will prove sufficient.

No.	Size	No.	Size
7014	7/16"	7022	11/16"
7016	1/2"	7024	3/4"
7018	9/16"	7025	25/32"
7019	19/32"	7026	13/16"
7020	5/8"	7028	7/8"

7000 Series. All Sizes



HAND TOOLS—Continued

GENERAL SERVICE WRENCHES

- 391** Double End Offset Wrench. Length over all 8". Socket sizes 5/8" and 1/2". Each .72

- 392** Double End Offset Wrench. Length over all 9-1/4". Socket sizes 7/8" and 13/16". Each .90

- 393** Quadruple Socket Offset Wrench. Length over all 10-1/2". Socket sizes 15/16", 1-1/16", 25/32", 3/4". Each 1.65

- 394** L Type Wrench 8" x 8". Socket sizes 3/4" and 7/8". Each .77

- 395** L Type Wrench 4" x 4". Socket sizes 1/2" and 9/16". Each .66

- 443** L Type Wrench 9-1/2" x 4-1/2". Socket sizes 5/8" and 1/2". Each .72

- 444** Triple Socket Offset Wrench. Length over all 9". Socket sizes 1/2", 9/16" and 5/8". Each .83

- 491** Double End Offset Wrench. Length over all 10-1/2". Socket sizes 9/16" and 3/4". Each .71

- 492** Double End Offset Wrench. Length over all 10". Socket sizes 11/16" and 15/16". Each .99

- 493** Double End Offset Wrench. Length over all 8-1/4". Socket sizes 5/8" and 11/16". Each .72

- 494** Offset Wrench. Length over all 5-1/8". Socket size 1/2". Each .44

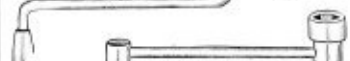
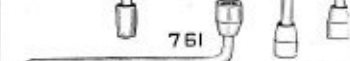
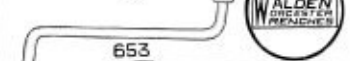
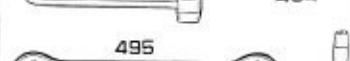
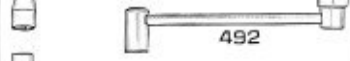
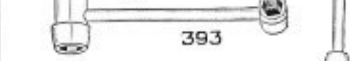
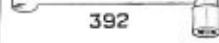
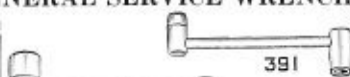
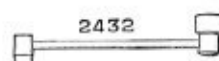
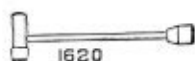
- 495** Double End Box Type Wrench. Length over all 10". Socket sizes 1-1/4" and 1-1/8". Each .82

- 499** Offset Wrench. Length over all 5 1/4". Socket size 9/16". Each .44

- 651** Double End Offset Wrench. Length over all 10". Socket sizes 7/16" and 9/16". Each .71

- 653** Double End Offset Wrench. Length over all 11". Socket sizes 7/8" and 3/4". Each .77

- 654** L Type Wrench 10" x 6". Socket sizes 1/2" and 11/16". Each .72



- 751** Double End Offset Wrench. Length over all 11-3/4". Socket sizes 5/8" and 25/32". Each .72

- 752** L Type Wrench 8" x 8". Socket sizes 9/16" and 11/16". Each .72

- 755** L Type Wrench 10" x 7". Socket sizes 5/8" and 3/4". Each .72

- 756** L Type Wrench 4" x 4". Socket sizes 1/2" and 7/16". Each .66

- 761** Double End Offset Wrench. Length over all 10-1/2". Socket sizes 3/4" and 5/8". Each .72

- 762** Double End Offset Wrench. Length over all 10-3/4". Socket sizes 1-1/16" and 1". Each 1.21

- 763** L Type Wrench. 9-1/2" x 4-1/4". Socket sizes 1/2" and 9/16". Each .72

- 852** L Type Wrench. 6-1/4" x 6-1/4". Socket sizes 7/16" and 1/2". Each .82

- 1620** Tomahawk. Triple Socket Wrench. This is the original Triple Socket Wrench trademark "TOMAHAWK," having 1/2" rod connecting the two sockets. The sockets are particularly shaped to increase their usefulness. 5/8" end socket used for spinning nuts on and off. Socket sizes 5/8" and 1/2". Each .70

- 2418** Double End Offset Wrench. Length over all 9". Socket sizes 9/16" and 3/4". Each .80

- 2432** Double End Offset Wrench. Length over all 11-1/4". Socket sizes 1" and 3/4". Each 1.05

- 5660** Triple Socket Offset Wrench. Length over all 10-1/2". Socket sizes 15/16", 7/8" and 11/16". Each 1.20

- 6064** Short Speed Wrench. Length over all 13-3/8"; shank 5". Socket size 1/2". Each .77

- 6218** Long Shank (20") Brace Speed Wrench. Length over all 28". Socket size 9/16". Each 1.10





HAND TOOLS—Continued

HEAVY DUTY OFFSET
SOCKET WRENCHES

Our new 4200 Series of heavy duty offset wrenches meets a demand for an improved type of offset wrenches.

The deep sockets allow for full thickness of the nut or bolt head, also sufficient depth to permit the bolt to extend through the nut.

The handles are long and heavy permitting a mechanic to start any bolt without using a length of pipe.

The sockets are designed for maximum of strength and minimum of clearance required.

HEAVY DUTY OFFSET SOCKET WRENCHES 4200 SERIES									
STOCK NO.	SOCKET SIZE	SOCKET SIZE SAE INCHES	SOCKET SIZE U.S. STANDARD U.S. CAP SCREWS	HANDLES U.S. STANDARD U.S. CAP SCREWS	SOCKET LENGTH O.D. SOCKET	SOCKET LENGTH I.D. SOCKET	CLEARANCE HANDLE	COMPLETE	LIST PRICE
4228	7/8	3/4	1/2	5/8	1 1/4	1 1/8	1 1/2	140	50.00
4230	1 1/8	3/4	1/2	5/8	1 3/4	1 1/8	1 1/2	150	60.00
4231	1 1/8	3/4	1/2	5/8	1 3/4	1 1/8	1 1/2	150	60.00
4232	1 1/8	3/4	1/2	5/8	1 3/4	1 1/8	1 1/2	160	60.00
4234	1 1/8	3/4	1/2	5/8	1 3/4	1 1/8	1 1/2	200	75.00
4236	1 1/8	3/4	1/2	5/8	1 3/4	1 1/8	1 1/2	210	85.00
4238	1 1/8	3/4	1/2	5/8	1 3/4	1 1/8	1 1/2	250	125.00
4240	1 1/4	7/8	3/4	1	1 3/4	1 1/8	1 1/2	300	125.00
4242	1 1/4	7/8	3/4	1	1 3/4	1 1/8	1 1/2	350	165.00
4244	1 1/4	7/8	3/4	1	1 3/4	1 1/8	1 1/2	350	165.00
4246	1 1/4	7/8	3/4	1	1 3/4	1 1/8	1 1/2	475	180.00
4248	1 1/2	1	3/4	1 1/4	1 3/4	1 1/8	1 1/2	475	180.00
4250	1 1/2	1	3/4	1 1/4	1 3/4	1 1/8	1 1/2	550	245.00
4252	1 1/2	1	3/4	1 1/4	1 3/4	1 1/8	1 1/2	550	245.00
4254	1 1/2	1	3/4	1 1/4	1 3/4	1 1/8	1 1/2	600	285.00
4256	1 1/2	1	3/4	1 1/4	1 3/4	1 1/8	1 1/2	725	285.00
4258	1 1/2	1	3/4	1 1/4	1 3/4	1 1/8	1 1/2	725	285.00
4260	1 1/2	1	3/4	1 1/4	1 3/4	1 1/8	1 1/2	900	350.00
4264	2	1 1/4	1 1/4	1 3/4	2 1/4	1 1/8	1 1/2	950	400.00

No. 40
DISPLAY AND STOCK SET

A display and stock board, a silent salesman. The eight numbers shown are the eight best selling socket wrenches on the market. All tools which are necessary for general garage service, particularly on Ford cars. All owners doing their own repair work need these tools. A small outlay by the dealer an assured quick turnover. The hooks, board and wrenches all packed in one box quickly set up for business and requires only space three feet nine inches by one foot.

THE 8
MOST POPULAR
SOCKET WRENCHESINDISPENSABLE FOR
FORD CARS
AND GENERAL SERVICE

Board and Hooks 6 1/2 lbs.
Wrenches (net weight) 50 lbs.
Boxed for Shipment 70 lbs.

No. 40 Set

33.00

No. 40 DISPLAY AND STOCK SET

Board Size, 3 ft. 9 in. x 1 ft.
40 Wrenches

5-1420	1.10	5.50
5-1620	.70	3.50
5-2418	.80	4.00
5-2718	.60	3.00
5-3620	.75	3.75
5-5660	1.20	6.00
5-5810	.55	2.75
5-7018	.90	4.50

40 WRENCHES

33.00

No. 80 DISPLAY AND STOCK SET

These free Display Boards have wooden backs, the front is of sheet metal handsomely lithographed in black and golden rod, the hooks are held by nut and check nut and there is no possibility of the board warping out of shape. An ornament to any store and a valuable sales producer.

No. 80 Display and Stock Set

5 VG2	.88	4.40
5 VG3	.55	2.75
5 1018	2.50	12.50
5 1020	2.50	12.50
5 1620	.70	3.50
5 1884	1.10	5.50
5 2418	.80	4.00
5 2718	.60	3.00
5 2720	.60	3.00
5 3822	.66	3.30
5 4564	1.30	6.50
5 5660	1.20	6.00
5 5810	.55	2.75
5 6018	.88	4.40
5 6020	.88	4.40
5 6064	.77	3.85

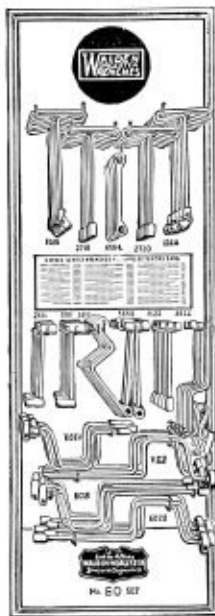
80 Wrenches Total, 82.00
Board and Hooks (erated) 50 lbs.
Wrenches (boxed for shipment) 103 lbs.
Wrenches (net weight) 85 lbs.

Size of Board, 6 ft. x 2 ft.

80 Wrenches
Complete with Display Board

80 Set

82.00



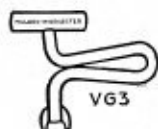


HAND TOOLS—Continued

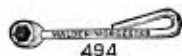
SERVICE WRENCHES FOR FORD CARS



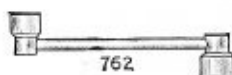
VG2 Long Shank Brace Grinder Wrench. Some garage men prefer the brace grinder in place of short grinder VG3. Fork end flexible and will reach all valves including one under dashboard. Each .38



VG3 Short Valve Grinder Wrench. The original wire handle valve grinder redesigned with 5/8" bar handle which swivels on cone bearing. The fork end fits the head perfectly. Each .59



494 Single Socket Offset Wrench. Length over all 5-1/8". Socket size 1/2". Used on: Crank case lower cover Differential drive gear Rear axle housing. Each .44



762 Double Socket Offset Wrench. Length over all 10-3/4". Socket sizes, 1-1/16" and 1". Used on: Rear spring perch TRUCK: Rear spring clip Each 1.21

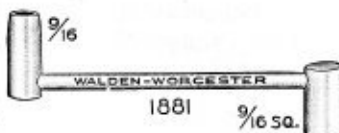


1018 "Tee Flex" or Universal Joint Wrench. Length over all 13-1/4". Socket size 9/16". Used on: Carburetor flange (On cars without self starter) Commutator case support Cylinder valve cover Inlet and exhaust clamp Universal ball cap Each 2.50

1020 "Tee Flex" or Universal Joint Wrench. Length over all 13-1/4". Socket size 5/8". Especially adapted for use on the Fourth Connecting Rod. Used on: Connecting rod Cylinder head Water cylinder inlet connection Each 2.50



1620 Tomahawk Triple Socket Wrench. Socket sizes 5/8" and 1/2". This is the original Triple Socket Wrench, trademark "TOMAHAWK," having 1/2" rod connecting the two sockets. Used on: Axle housing Brake shoe support Crank case lower cover Cylinder head Dash bracket to dash Differential drive gear Drive shaft roller bearing Motor support, front Muffler Water cylinder inlet connection Water cylinder outlet connection Each .70



1881 Double End Offset Wrench. Length over all 9". Socket sizes, 9/16" hex. and 9/16" square. Used on: Crank shaft bolt Piston pin Locking screw Running board Running board to fender Each 1.10



2418 Double End Offset Wrench. Length over all 9". Socket sizes, 9/16" and 3/4". Used on: Brake and reverse support Brake shoe support Clutch pedal support Crank case arm Crankshaft bearing nut Crankshaft rear bearing bolt Dash bracket to dash Differential case Fan bracket Front fender iron Front spring clip Inlet and exhaust clamp Radiator support Spindle bolt nut Steering post bracket Steering yoke clamp Universal ball cap TRUCK: Rear axle housing, front Rear axle housing, rear Each .80



2718 Tee Handle Wrench. Handle 6", shank 12". Socket 9/16". Used on: Commutator case support Crank case Cylinder cover Fan adjustment Magnet Radiator support Universal ball cap Each .50

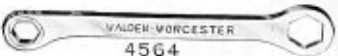
2720 Tee Handle Wrench. Handle 6", shank 12". Socket 5/8". Used on: Commutator case support (On cars with self starter) Cylinder cover (on cars with self starter) Drive shaft roller bearing Each .60



3620 Spark Plug and Cylinder Head Wrench. Length over all 11". Socket sizes 15/16" and 5/8". The 15/16" hex. type opening has been so designed as to fit down squarely on the spark plug which is not true using usual claw or open end type. The 5/8" socket has been shaped to make it possible to take all cylinder head cap screws, even the two under the dash on latest models. Used on: Cylinder head Spark plug Water cylinder inlet Water cylinder outlet Each .75



3822 Socket size 11/16" hex. Used on fly wheel cap screws, heretofore considered an impossible place for a socket wrench. An ugly place made accessible. Each .66



4564 Ratchet Wrench. 11/16" hex. opening. Particularly designed for use on the Ford brake and reverse transmission bands. Opposite end 15/16" for use on slow speed connecting lock nut. One of the most valuable tools to an owner on account of the ease in taking up bands. Each 1.30





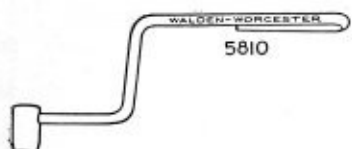
HAND TOOLS—Continued

SERVICE WRENCHES FOR FORD CARS



5660 Triple Socket Offset Wrench. Length over all 10 1/4". Socket sizes 15/16", 7/8" and 11/16". Used on:
Body bracket
Front radius rod
Front spring perch
Front spring hanger
Radius rod
Rear hub nut
Rear spring clip
Rear spring hanger
Rear wheel to brake drum
Spindle connecting rod
TRUCK:
Brake support
Rear axle housing split
Rear spring hanger

Each 1.20



5810 Connecting Rod Wrench. Fits all connecting rod cap nuts. Includes the fourth connecting rod. This is an original design, the first wrench made to reach the fourth connection without removing the engine from the car. Be sure you get the wrench with all right angle bends and loop handle. No. 5810 stamped on handle.

Each .55



6018 Long Shank (11") Brace Speed Wrench. Length over all 19-1/4". Socket size 9/16". Used on:
Commutator case support
Crank case
Cylinder cover
Fan adjustment
Magnet
Transmission cover

Each .88

6020 Long Shank (11") Brace Speed Wrench. Length over all 19-1/4". Socket size 5/8". Used on:
Commutator case support (on cars with self starter)
Cylinder cover (on cars with self starter)
Cylinder head

Each .88

6022 Long Shank (11") Brace Speed Wrench. Length over all 19-1/4". Socket size 11/16". Used on:
TRUCK:
Rear axle housing split



6064 Short Shank (5") Brace Speed Wrench. Length over all 13-3/8". Socket size 1/2". Used on:
Crank case lower cover
Differential drive gear
Muffler
Rear axle housing
Steering tube flange

Each .77



6218 Long Shank (20") Brace Speed Wrench. Length over all 28". Socket size 9/16". Used on:
Front Fender iron (side) radiator support.

Each 1.10

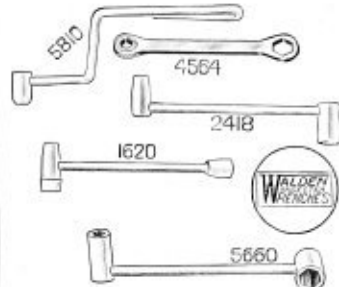


6316 Nut and Bolt Speed Wrench. Socket sizes 1/2" and 1/2". Any Ford mechanic who sees this bolt and nut speed wrench, will immediately recognize its usefulness in splitting the rear axle housing on the Ford car. With this wrench one man can do the work of two. Used on:
Rear axle housing bolt and nut

Each 3.00

6318 Nut and Bolt Speed Wrench. Length over all 20-3/8". Socket sizes 9/16" and 9/16". Used on:
Ball socket, bolt and nut
Crank case arm, bolt and nut (side)
Muffler support, bolt and nut
Steering post bracket, bolt and nut
Steering yoke clamp, bolt and nut
Transmission cover, bolt and nut

Each 3.00



No. 57 SET - FORD CAR

Price 4.55

1620 Tomahawk. Triple socket Wrench. Socket sizes 5/8" and 1/2". This is the original Triple Socket Wrench, trademark "TOMAHAWK". Will fit the following:
Axle housing bolt and nut, Brake shoe support bolt, Cylinder head cap screw, Dash bracket to dash bolt and nut, Drive shaft roller bearing, stud nut, Water cylinder inlet connection cap screw, Water cylinder outlet connection cap screw.

Each .70

5810 Connecting Rod Wrench. This is an original design, the first wrench made to reach the fourth connection without removing the engine from the car.

Each .55

4564 Ratchet Wrench 11/16" hex. opening for use on the Ford brake and reverse transmission bands. Opposite end 15/16" for use on slow speed connecting lock nut and also CHAMPION X Spark Plugs.

Each 1.30

5660 Triple Socket Offset Wrench. Socket sizes 15/16", 7/8" and 11/16". Length over all 10-1/2". Will fit the following:
Body bracket connecting bolt and nut, Front radius rod nut, Front spring perch nut, Front and rear spring hanger nut, Hub bolt and nut, Radius rod bolt and nut, Rear spring clip nut, Spindle bolt with oiler, Spindle connecting rod bolt with oiler, Spindle connecting rod bolt nut.

Each 1.20

2418 Double Socket Offset Wrench. Socket sizes 9/16" and 3/4". Length over all 9". Will fit the following:
Brake reverse support bolt and nut, Brake shoe support bolt, Clutch pedal support bolt and nut, Crank case arm bolt and nut (side), Crank case arm bolt and nut (top), Crankshaft bearing bolt nut, Crankshaft rear bearing bolt, Dash bracket to Dash bolt and nut, Differential case stud nut, Fan bracket bolt, Front fender iron bolt and nut (bottom), Front spring slip nut, Inlet and Exhaust clamp stud nut, Spindle bolt nut, Steering post bracket bolt and nut, Steering yoke clamp bolt and nut, Universal ball cap, bolt and nut, Universal ball cap screw.

Each .80





HAND TOOLS—Continued

Hub Cap Wrench

A Ford Specialty.

Has four different openings:

1 21/32-inch fits Hub Caps.

1 1/8-inch Oval fits Front

Cone.

1 31/32-inch fits Rear Hub

Lock Nuts.

1 5/32-inch fits Spindle Nut.

Standard package of 6 weighs 3 lbs.



No. 650, each.....\$0.18

Speed Brace Socket Wrench



Drawn steel swivel top will not break sockets drawn from strip steel and case hardened.

No. 611—Opening 37/64 inch, fits nine nuts and screws on Ford, price.....\$0.80

No. 612—Opening 41/64 inch, fits four important bolts and nuts on a Ford car, price.....\$0.80

Brace Speed Wrench

For individual work on the crank case, lower cover and on other 5/16 inch bolts and screws. Made of bar steel with heavy duty socket. Length, 14 1/2 in.



No. 613, price.....\$0.75

Spark Plug and Cylinder Head Wrench

This wrench is a drop forging made from steel of the right carbon content to give the maximum of strength and durability. It is intended for nuts with hexagon heads. It fits accurately and perfectly the cylinder head bolts and spark plugs of Ford cars.



No. 400, each.....\$0.50

Mossberg Triple End Socket Wrench



Fits the Ford cylinder head and rear axle housing bolts. The long handle gives good leverage for starting stubborn bolts.

No. 630, each.....\$0.67

Reversible Ratchet Cylinder Head Screw and Rear Axle Housing Nut Wrench



Quick, tight work is the result of using this ratchet wrench. It is for cylinder head screws and rear axle housing nuts, as well as all 7/16" and 5/16" screws.

It is designed to last the life of a car, 9 1/2" long, with 13/16" handle to give good grip. Sockets with 41/64" and 33/64" openings tapered to fit full, and hardened.

No. 631, price.....\$1.13

Reverse and Brake Pedal Tension Springs



This is the one wrench that reaches these parts for needed adjustment. The ratchet permits action in limited space.

No. 645, each.....\$0.50

Ratchet Brace Socket Wrench Handle



All that the name implies. Eliminates the cost of duplications for the garage man; 12 1/2 inches long over all, with a "throw" (or width) of 5 inches. Packed six in a carton.

No. 358, each.....\$2.78

Socket Handle



The simplest handle for sockets manufactured. Sockets are held in place by ball friction.

No. 322, each.....\$0.33

No. 320, similar to above, but with single end......27

Long Tubular Extension Bar



This bar gives increased opportunity to use Mossberg Ratchet Handle No. 350, and is used with universal joint and all sockets. Length, 9 1/2 inches.

No. 351, each.....\$0.55

Ratchet Socket Wrench Handle



This tool simplifies adjustments to a point that impresses the user with its cleverness.

No. 350, each.....\$2.50

Ratchet Socket Handle



This is a splendid but inexpensive ratchet socket handle for use with all standard sockets. The socket shank fits square opening and is firmly held by ball and spring friction. This tool is reversible by simply turning it over.

No. 355, each.....\$1.00

Reversible Ratchet Socket Wrench



The use of this reversible ratchet wrench shaped especially to reach up and over the edge of the pan and on the nuts of the connecting rods, means that you will not have to remove the wrench after it is once fitted to the nut. This means speed and time saved.

No. 624, each.....\$2.50



HAND TOOLS—Continued

Mossberg Pressed Steel Sockets



Mossberg Drawn Steel Sockets and socket wrenches are drawn from flat steel cold, and therefore embody and keep the long straight grain that is so desirable in a

wrench—to resist a twisting strain. They are accurate to size stamped upon each one, and are guaranteed because we know the material and workmanship are the best that can be had.

A Patented Rust-Proof Finish will hereafter be furnished on all sockets, so now you can be sure that no rust or corrosion will ever appear.

Large figures on each socket denote the exact size opening.

Mossberg Hexagon Sockets, all sizes, each.....\$0.25

Mossberg Square Sockets, all sizes, each......25

Complete List of Regular Mossberg

Number	Size of Hex. Sockets, Inches	FITTING						
		U. S. Std. Nuts and Bolts Bolt Size, Inches	Mfrs. Stand.		S.A.E. Standard Screw Size, Inches	Hex. Head Cap Screw Size, Inches	Whitworth Standard Bolt Size, Inches	Decimal Equivalents, Inches
			Head, Inches	Nut, Inches				
110	5/16							.312
111	11/32							.344
112	3/8							.375
113	13/32							.406
114	7/16							.437
115	15/32							.469
116	1/2							.500
117	17/32							.531
118	9/16							.562
119	19/32							.594
120	5/8							.625
121	21/32							.656
122	11/16							.687
123	23/32							.719
124	3/4							.750
125	25/32							.781
126	13/16							.812
127	27/32							.844
128	7/8							.875
129	29/32							.906
130	15/16							.937
131	31/32							.969
132	1							1.000
133	1 1/32							1.031
134	1 1/16							1.062
135	1 1/8							1.125
136	1 1/4							1.250
137	1 1/2							1.500
138	1 5/8							1.625
139	1 3/4							1.750
140	2							2.000

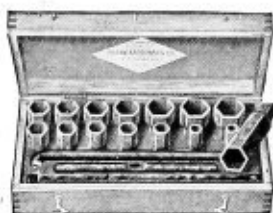
Number	Size of Square Sockets, Inches	FITTING						
		U. S. Std. Nuts and Bolts Bolt Size, Inches	Mfrs. Stand.		Square Head Set Screw, Inches	Square Head Cap Screw, Inches	Decimal Equivalents, Inches	Millimeter Equivalents
			Head, Inches	Nut, Inches				
163	13/32						.406	10.32
164	15/32						.469	11.91
165	17/32						.531	13.49
166	19/32						.594	15.08
167	21/32						.656	16.67
168	23/32						.719	18.25
169	25/32						.781	19.84
170	27/32						.844	21.43
171	29/32						.906	23.02
172	1						.969	24.60
173	1 1/32						1.031	26.19
174	1 1/16						1.062	27.00
175	1 1/8						1.125	28.58
176	1 1/4						1.250	31.75
177	1 1/2						1.500	38.10
178	1 5/8						1.625	41.27
179	1 3/4						1.750	44.45
180	2						2.000	50.80

*Add 7 mm. over exact diameter of nut for clearance.

NOTE—In specifying, dimensions of nuts should be given measured "across the flats," or, in other words, the smallest diameter of nut or bolt head, and unless actual size of socket is ordered, we allow .030 inch for clearance.

Mossberg Socket Wrench Set

This Wrench Set has fifteen sockets and two handles, as follows: Off-set socket wrench handle No. 320, ten-inch; take-down "T" socket wrench handle No. 340, ten-inch; one 29/32 hexagon spark plug socket four inches long, and hex. sockets as follows: 13-32, 15-32, 17-32, 19-32, 21-32, 23-32, 25-32, 27-32, 29-32, 1 inch, 1 1/32, 1 1/8, 1 1/4, 1 1/2, 1 5/8, 1 3/4, 2 inch, packed in wood box.



No. 7, per set.....\$4.50

Mossberg Socket Wrench Set



This Socket Wrench Set contains fifteen sockets and spark plug wrench, No. 355 Ratchet Handle and Extension Bar. Sockets of following sizes: 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 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2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 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HAND TOOLS—Continued

Socket Wrench and Tool Kit



No. 14 set contains the following:

- 1 Mossberg Ratchet Socket Handle No. 350.
- 1 Mossberg No. 350 "T" Handle.
- 1 Mossberg No. 320 Offset Socket Wrench Handle.
- 1 Extension Bar No. 351, 19 inches long.
- 1 Sterling No. 100 finest Nickle-plated.
- 1 S. A. E. Double-end Wrench Set, full finish, five wrenches, ten openings.
- 1 Universal Joint.
- 1 Special Spark Plug Sockets, sizes 29/32", 31/32" and 15/32".
- 1 Double-end Offset Screw Driver.
- 1 Cotter Pin Extractor No. 1, bright nickel-plated.
- 1 each Hexagon Sockets: 5/16", 3/8", 13/32", 7/16", 15/32", 1/2", 17/32", 19/32", 5/8", 21/32", 11/16", 23/32", 25/32", 13/16", 27/32", 7/8", 29/32", 31/32", 1", 11/32", 13/32", 15/32", 19/32".
- 1 each Square Sockets: 13/32", 15/32", 17/32", 19/32", 21/32", 23/32", 25/32", 29/32", 11/32", 15/32", 19/32".

No. 14, per set.....\$15.00

Ratchet Wrench Set



Style "S"

Consists of—1 handle, 7 inches in length; 2 screw driver bits; 7 sockets to fit all size nuts in: U. S. Standard from 3/4-inch bolt to 1 1/2-inch bolt; S. A. E. Standard from 3/4-inch bolt to 1 1/2-inch bolt; cap screws from 3/4-inch bolt to 1 1/2-inch bolt.

Put up in strong leatherette case. Weight, 18 ounces. No. G1, Style "S".....\$4.00

Ratchet Wrench Set for Fords



Style "F"

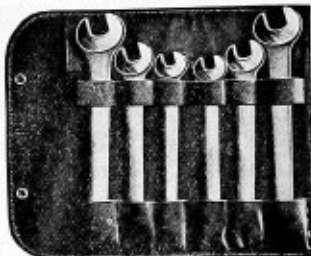
Consists of—1 handle, 7 inches in length; 2 screw driver bits; 1 extension bar, 6 inches in length; 6 sockets to fit all nuts and bolt heads on Ford cars, including the cylinder head.

Put up in strong leatherette case. Weight, 22 ounces. No. G2, Style "F".....\$4.00

Billings & Spencer

No. 21 Tappet Wrench Sets

Consists of six thin check nut wrenches for valve tappets, check nuts and adjusting screws; 15° angle, double head. Lengths 6, 7 and 8 inches. Wrenches can be furnished individually, in pairs or in sets. Each set includes 2 No. 1334, 2 No. 1335 and 2 No. 1336 Wrenches.

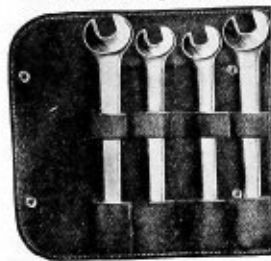


Set No. 21-C

Wrench No.	U.S.S. Nuts	S.A.E. Nuts	Milled Openings	Price, Per Wrench	
				Black	Nickel
1334	1 1/2"	1 1/2"	1 1/2"	\$0.35	\$0.48
1335	1 1/4"	1 1/4"	1 1/4"	.42	.58
1336	1 1/8"	1 1/8"	1 1/8"	.50	.70

- No. 21A, Black finish, per set of 3 pair in paste-board box.....\$2.54
- No. 21B, Same except full nickel, per set.....3.52
- No. 21C, Complete with plush-lined seal leather case and 3 pair of nickel wrenches.....5.25

Billings & Spencer No. 22 Tappet Wrench Sets

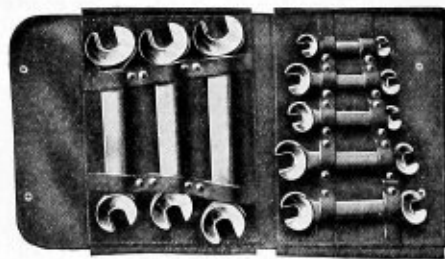


Set No. 22-C

No. 22 Sets are the same as No. 21 Sets except they do not include the two No. 1334 Wrenches. Each set includes 2 No. 1335, and 2 No. 1336 Wrenches. For individual listing see data above.

- No. 22A, Black finish, set of 2 pair in pasteboard box.....\$1.84
- No. 22B, Same except full nickel, per set.....2.56
- No. 22C, Complete with plush-lined seal leather case and 2 pair of nickel wrenches.....4.25

Billings & Spencer No. 23 Universal Wrench Sets



Set No. 23-C 15° Angle Double-end Wrenches

A set of 8 Wrenches with 16 different openings to fit practically all bolts, nuts, cap screws, etc., on automobiles. Sets include Wrenches Nos. 1100, 1107, 1110, 1118, 1120, 1129, 1130, 1132X.

- No. 23A, Black finish, set of 8 wrenches, in paste-board box.....\$2.96
- No. 23B, Same except full nickel, per set.....4.53
- No. 23C, Complete with plush-lined seal leather case and 8 nickel wrenches. Weight 4 1/2 lbs.....12.00

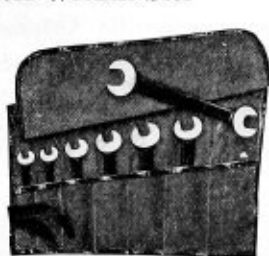


HAND TOOLS—Continued

Billings & Spencer Wrench Sets



No. 8 1/2 Set



No. 5 Set

No. 8 1/2 B. & S. Engineers' Wrench Set S. A. E. Standard

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1104	3/16-1/4	3/16	3/16-1/4	3/8 - 7/16
1111	5/16-3/8	1/4	5/16-3/8	1/2 - 9/16
1119X	7/16	3/8	7/16	5/8 - 11/16
1126	1/2 - 9/16	1/2	1/2 - 5/8	3/4 - 7/8
1136X	5/8 - 3/4	5/8		15/16-1 1/16

No. 8 1/2 B. Set of 5 black finished wrenches in bag.....\$2.41

No. 8 1/2 N. Set of 5 full nickle plated wrenches in bag.....3.47

No. 5 Combination Engineers' Wrench Set S. A. E. and U. S. S.

No.	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	S.A.E. Inches	Milled Openings Inches
1109	1/4	1/4 - 5/16	1/4 - 5/16	7/16 - 1/2
1112	1/4 - 5/16	5/16	5/16	1/2 - 19/32
1118X	3/8	3/8	3/8	9/16 - 11/16
1120X	7/16	7/16	7/16	5/8 - 25/32
1126	1/2	1/2 - 5/8	1/2 - 9/16	3/4 - 7/8
1134	1/2 - 5/8	5/8	9/16 - 3/4	7/8 - 1 1/16
1139	3/4	11/16-3/4-1	11/16-7/8	1 - 1 1/4

No. 5B. Set of 7 black finished wrenches in bag.....\$3.97

No. 5N. Set of 7 full nickle plated wrenches in bag.....5.64



"Thin S. A. E."



No. 18 "Textile"

No. G 6 B. & S. "Thin" Wrench Set S. A. E. Standard

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1326	1/4 - 5/16	1/4	1/4 - 5/16	7/16 - 1/2
1328	3/8 - 7/16	3/8	3/8 - 7/16	9/16 - 5/8
1330	1/2 - 9/16	1/2	1/2 - 5/8	3/4 - 7/8
1339X	5/8 - 11/16		11/16 - 3/4	15/16 - 1
1364	3/4 - 7/8	5/8 - 3/4	1	1 1/16 - 1 1/4

No. G 6 B. Set of 5 black finished wrenches in bag.....\$2.82

No. G 6 N. Set of 5 full nickle plated wrenches in bag.....3.86

No. 18 B. & S. "Textile" Wrench Set S. A. E. Standard

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1557	1/4 - 5/16	1/4	1/4 - 5/16	7/16 - 1/2
1562	3/8 - 7/16		3/8 - 7/16	9/16 - 5/8
1569	1/2 - 9/16	1/2	1/2 - 5/8	3/4 - 7/8
1575X	5/8 - 11/16		11/16 - 3/4	15/16 - 1
1580	3/4 - 7/8	5/8 - 3/4	1	1 1/16 - 1 1/4

No. 18B. Set of 5 black finished wrenches in bag.....\$3.09

No. 18N. Set of 5 full nickle plated wrenches in bag.....4.34

Billings & Spencer Wrench Sets



Textile



No. 44

No. 19 B. & S. "Textile" Wrench Set U. S. Standard

No.	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	S.A.E. Inches	Milled Openings Inches
1555	3/16-1/4	5/16	3/16-5/16	13/32 - 1/2
1564	5/16-3/8			19/32 - 11/16
1571	7/16-1/2	5/8	9/16	25/32 - 7/8
1578	9/16-5/8		3/4	31/32 - 1 1/16
1583	3/4 - 7/8	1	7/8 - 1	1 1/4 - 1 7/16

No. 19B. Set of 5 black finished wrenches in bag.....\$3.22

No. 19N. Set of 5 full nickle plated wrenches in bag.....4.32

No. 44 Combination "Textile" Wrench Set S. A. E. and U. S. S.

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1557	1/4 - 5/16	1/4	1/4 - 5/16	7/16 - 1/2
1559	5/16	1/4 - 5/16	5/16	1/2 - 19/32
1562	3/8 - 7/16		3/8 - 7/16	9/16 - 5/8
1568		3/8 - 7/16		11/16 - 25/32
1574	1/2		1/2 - 9/16	3/4 - 13/16
1575	9/16-11/16	1/2 - 9/16	5/8	7/8 - 31/32
		1/2	5/8 - 11/16	7/8 - 1
1580	3/4 - 7/8	5/8 - 3/4	1	1 1/16 - 1 1/4

No. 44B. Set of 8 black finished wrenches in bag.....\$4.58

No. 44N. Set of 8 full nickle plated wrenches in bag.....6.43



No. 2 1/2



No. 9

No. 2 1/2 B. & S. "S" Wrench Set S. A. E. Standard

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
2000	3/16-1/4	3/16	3/16-1/4	3/8 - 7/16
2007	5/16-3/8	1/4	5/16-3/8	1/2 - 9/16
2017	7/16	3/8	7/16	5/8 - 11/16
2026	1/2 - 9/16	1/2	1/2 - 5/8	3/4 - 7/8
2038X	5/8 - 3/4	5/8		15/16 - 1 1/16

No. 2 1/2 B. Set of 5 black finished wrenches in bag.....\$3.04

No. 2 1/2 N. Set of 5 full nickle plated wrenches in bag.....3.90

No. 9 "S" Combination Wrench Set S. A. E. and U. S. S.

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
2005	1/4 - 5/16	1/4	1/4 - 5/16	7/16 - 1/2
2008	5/16	1/4 - 5/16	5/16	1/2 - 19/32
2012	3/8 - 7/16		3/8 - 7/16	9/16 - 5/8
2022		3/8 - 7/16		11/16 - 25/32
2025	1/2		1/2 - 9/16	3/4 - 13/16
2034	9/16	1/2 - 9/16	5/8	7/8 - 31/32
2035	9/16-11/16	1/2	5/8 - 11/16	7/8 - 1
			3/4	
2043	3/4 - 7/8	5/8 - 3/4	1	1 1/16 - 1 1/4

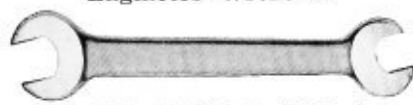
No. 9B Set of 8 black finished wrenches in bag.....\$5.31

No. 9N. Set of 8 full nickle plated wrenches in bag.....6.76



HAND TOOLS—Continued

Billings & Spencer Engineers' Wrenches



For U. S. Standard, Double Head

No.	U.S.S. Bolt Size	Hex. Head Cap. Sc. Size	S.A.E. Stand. Screw and Nut	Milled Opening	Price	
					Black	Nickel
1100					\$0.17	\$0.26
1101	$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$		$\frac{1}{8}$ - $\frac{1}{8}$	.17	.26
1102					.17	.26
1103	$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$		$\frac{1}{8}$ - $\frac{1}{4}$	.21	.32
1104					.21	.32
1105	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	.21	.32
1107					.21	.32
1108	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	.25	.38
1109					.25	.38
1110	$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{4}$ - $\frac{1}{8}$	.25	.38
1111					.25	.38
1112	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	.25	.38
1113					.25	.38
1114	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	.31	.46
1116					.31	.46
1117	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.31	.46
1118X					.31	.46
1118	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.31	.46
1119					.37	.56
1119X					.37	.56
1120	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.37	.56
1120X					.37	.56
1121	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.37	.56
1121X					.37	.56
1122	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.45	.68
1124					.45	.68
1125	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.45	.68
1126					.45	.68
1128	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.45	.68
1129					.55	.85
1132	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.55	.85
1132X					.55	.85
1133	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.55	.85
1134					.68	1.08
1134X					.68	1.08
1136	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.68	1.08
1137	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.96	1.40
1139					.96	1.40
1140	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.96	1.40
1141					1.40	1.90
1146	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	1.40	1.90
1148					1.90	2.60

Billings & Spencer Check Nut or Thin Wrenches

15° Angle, Double Head, Semi-Finished.

No.	Hex. Head Cap Screw	S.A.E. Std. Nut and Cap Screws Size Bolt or Screw	Milled Opening	Price		
				Length	Black	Nickel
1325	$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$	4 1/2	\$0.25	\$0.38
1326	$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	4 1/2	.25	.38
1327	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	4 1/2	.25	.38
1328	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	5 1/2	.32	.48
1329	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	5 1/2	.32	.48
1330	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	7	.40	.60
1334	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$		.35	.48
1335	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$		.42	.58
1366	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$		.50	.70
1350	U.S. Std. Bolt Size					
1351	$\frac{1}{8}$ - $\frac{1}{8}$		$\frac{1}{8}$ - $\frac{1}{8}$	4 1/2	.25	.38
1352	$\frac{1}{8}$ - $\frac{1}{4}$		$\frac{1}{8}$ - $\frac{1}{4}$	4 1/2	.25	.38
1353	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	5 1/2	.32	.48
1354	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	5 1/2	.32	.48
1355	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	5 1/2	.32	.48
1356	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	7	.40	.60
1357	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	7	.40	.60
1358	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	8 1/2	.56	.80
1359	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$		.56	.80
1359X	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$		.56	.80
1360	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	8 1/2	.56	.80
1361	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	8 1/2	.56	.80
1362	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	10 1/2	.84	1.15
1363	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	10 1/2	.84	1.15
1364	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	10 1/2	.84	1.15

Billings & Spencer Textile Automobile Wrenches

22 1/2° Angle, Double Head



No.	U.S.S. Stand. Bolt Size	Hex. Head Cap Sc. Size	S.A.E. Stand. Screw and Nut	Milled Opening	Price	
					Black	Nickel
1552	$\frac{1}{8}$ - $\frac{1}{8}$			$\frac{1}{8}$ - $\frac{1}{8}$	\$0.25	\$0.38
1555	$\frac{1}{8}$ - $\frac{1}{4}$			$\frac{1}{8}$ - $\frac{1}{4}$	.25	.38
1556	$\frac{1}{8}$ - $\frac{1}{2}$			$\frac{1}{8}$ - $\frac{1}{2}$	.25	.38
1557		$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$	.25	.38
1558		$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	.31	.46
1559		$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.31	.46
1561	$\frac{1}{4}$ - $\frac{1}{8}$		$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{4}$ - $\frac{1}{8}$	.31	.46
1562		$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{4}$ - $\frac{1}{8}$	.31	.46
1564	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	.31	.46
1565		$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ - $\frac{1}{4}$	.40	.60
1566	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	.40	.60
1567		$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	.40	.60
1568		$\frac{1}{4}$ - $\frac{3}{8}$	$\frac{1}{4}$ - $\frac{3}{8}$	$\frac{1}{4}$ - $\frac{3}{8}$	.40	.60
1569		$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	$\frac{1}{4}$ - $\frac{1}{2}$	.40	.60
1571	$\frac{1}{8}$ - $\frac{1}{8}$		$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$	.53	.78
1572	$\frac{1}{8}$ - $\frac{1}{4}$		$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	.53	.78
1573		$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{1}{8}$	.53	.78
1574	$\frac{1}{8}$ - $\frac{1}{4}$		$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	.53	.78
1575		$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	.72	1.05
1575X		$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{1}{4}$	.72	1.05
1576	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.72	1.05
1578		$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.72	1.05
1579	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.72	1.05
1580		$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.96	1.40
1581	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{8}$ - $\frac{1}{2}$	.96	1.40
1583	$\frac{1}{8}$ - $\frac{3}{8}$		$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	.96	1.40

Billings & Spencer Automobile "S" Wrenches

22 1/2° Angle, Double Head



No.	U.S.S. Stand. Bolt Size	Hex. Head Cap Sc. Size	S.A.E. Stand. Screw and Nut	Milled Opening	Price	
					Black	Nickel
2000		$\frac{3}{8}$ - $\frac{1}{8}$		$\frac{3}{8}$ - $\frac{1}{8}$	\$0.27	\$0.38
2001		$\frac{3}{8}$ - $\frac{3}{8}$		$\frac{3}{8}$ - $\frac{1}{2}$	.27	.38
2002	$\frac{1}{8}$ - $\frac{1}{4}$			$\frac{1}{8}$ - $\frac{1}{2}$	.27	.38
2005		$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{8}$ - $\frac{3}{8}$	$\frac{1}{4}$ - $\frac{1}{2}$	.34	.47
2007		$\frac{1}{4}$ - $\frac{3}{8}$	$\frac{1}{4}$ - $\frac{3}{8}$	$\frac{1}{4}$ - $\frac{3}{8}$	.34	.47
2008	$\frac{1}{4}$ - $\frac{1}{8}$		$\frac{1}{4}$ - $\frac{1}{8}$	$\frac{1}{4}$ - $\frac{1}{2}$	.34	.47
2009		$\frac{3}{8}$ - $\frac{1}{8}$	$\frac{3}{8}$ - $\frac{1}{8}$	$\frac{1}{2}$ - $\frac{5}{8}$	.34	.47
2012		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{5}{8}$	.43	.58
2013		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{5}{8}$	.43	.58
2015	$\frac{3}{8}$ - $\frac{3}{8}$		$\frac{3}{8}$ - $\frac{3}{8}$	$\frac{1}{2}$ - $\frac{5}{8}$	.43	.58
2017		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{5}{8}$	.43	.58
2018		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{5}{8}$	.43	.58
2021		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{5}{8}$	.55	.72
2022	$\frac{3}{8}$ - $\frac{1}{4}$		$\frac{3}{8}$ - $\frac{1}{4}$	$\frac{1}{2}$ - $\frac{5}{8}$	.55	.72
2023		$\frac{1}{2}$ - $\frac{1}{8}$	$\frac{1}{2}$ - $\frac{1}{8}$	$\frac{1}{2}$ - $\frac{5}{8}$	.55	.72
2025		$\frac{1}{2}$ - $\frac{3}{8}$	$\frac{1}{2}$ - $\frac{3}{8}$	$\frac{1}{2}$ - $\frac{5}{8}$	.55	.72
2026		$\frac{1}{2}$ - $\frac{3}{8}$	$\frac{1}{2}$ - $\frac{3}{8}$	$\frac{1}{2}$ - $\frac{5}{8}$	.55	.72
2028	$\frac{1}{8}$ - $\frac{1}{2}$		$\frac{1}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{5}{8}$	.70	.90
2032		$\frac{1}{2}$ - $\frac{1}{8}$	$\frac{1}{2}$ - $\frac{1}{8}$	$\frac{1}{2}$ - $\frac{5}{8}$	.70	.90
2034	$\frac{1}{2}$ - $\frac{1}{8}$		$\frac{1}{2}$ - $\frac{1}{8}$	$\frac{1}{2}$ - $\frac{5}{8}$	.70	.90
2035		$\frac{3}{8}$ - $\frac{3}{4}$	$\frac{3}{8}$ - $\frac{3}{4}$	$\frac{3}{8}$ - $\frac{1}{2}$	.70	.90
2036	$\frac{1}{2}$ - $\frac{3}{8}$		$\frac{1}{2}$ - $\frac{3}{8}$	$\frac{1}{2}$ - $\frac{1}{2}$	1.00	1.30
2038		$\frac{3}{8}$ - $\frac{3}{4}$	$\frac{3}{8}$ - $\frac{3}{4}$	$\frac{1}{2}$ - $\frac{1}{2}$	1.00	1.30
2038X	$\frac{3}{8}$ - $\frac{1}{2}$		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{1}{2}$	1.00	1.30
2041		$\frac{3}{8}$ - $\frac{3}{4}$	$\frac{3}{8}$ - $\frac{3}{4}$	$\frac{1}{2}$ - $\frac{1}{2}$	1.00	1.30
2042		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{1}{2}$	1.00	1.30
2043	$\frac{3}{8}$ - $\frac{3}{4}$		$\frac{3}{8}$ - $\frac{3}{4}$	$\frac{1}{2}$ - $\frac{1}{2}$	1.00	1.30
2044		$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{3}{8}$ - $\frac{1}{2}$	$\frac{1}{2}$ - $\frac{1}{2}$	1.00	1.30



HAND TOOLS—Continued

BILLINGS & SPENCER WRENCH SALES BOARDS

Display Sales Board No. 3

Engineers' Wrenches.

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1101	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$
1105	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$
1107	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$
1109	$\frac{9}{16}$	1	$\frac{9}{16}$	1
1111	$\frac{5}{8}$	$1\frac{1}{8}$	$\frac{5}{8}$	$1\frac{1}{8}$
1112	$\frac{11}{16}$	$1\frac{1}{4}$	$\frac{11}{16}$	$1\frac{1}{4}$
1116	$\frac{3}{4}$	$1\frac{3}{4}$	$\frac{3}{4}$	$1\frac{3}{4}$
1117	$\frac{13}{16}$	$1\frac{7}{8}$	$\frac{13}{16}$	$1\frac{7}{8}$
1118	$\frac{7}{8}$	2	$\frac{7}{8}$	2
1120	1	$2\frac{1}{8}$	1	$2\frac{1}{8}$
1120X	$1\frac{1}{8}$	$2\frac{1}{4}$	$1\frac{1}{8}$	$2\frac{1}{4}$
1123	$1\frac{1}{4}$	$2\frac{3}{4}$	$1\frac{1}{4}$	$2\frac{3}{4}$
1125	$1\frac{5}{8}$	3	$1\frac{5}{8}$	3
1126	$1\frac{7}{8}$	$3\frac{1}{8}$	$1\frac{7}{8}$	$3\frac{1}{8}$
1128	2	$3\frac{1}{2}$	2	$3\frac{1}{2}$
1132X	$2\frac{1}{4}$	4	$2\frac{1}{4}$	4
1133	$2\frac{3}{8}$	$4\frac{1}{4}$	$2\frac{3}{8}$	$4\frac{1}{4}$
1134	$2\frac{1}{2}$	$4\frac{3}{4}$	$2\frac{1}{2}$	$4\frac{3}{4}$
1136	$2\frac{7}{8}$	5	$2\frac{7}{8}$	5
1139	3	$5\frac{1}{2}$	3	$5\frac{1}{2}$
1140	$3\frac{1}{8}$	$5\frac{3}{4}$	$3\frac{1}{8}$	$5\frac{3}{4}$

Thin Head Check Nut Wrenches

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1326	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$
1328	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$
1330	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$
1339	$\frac{5}{8}$	1	$\frac{5}{8}$	1
1364	$\frac{3}{4}$	$1\frac{1}{4}$	$\frac{3}{4}$	$1\frac{1}{4}$

Light Service "S" Wrenches

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
2000	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$
2001	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$
2007	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$
2013	$\frac{9}{16}$	1	$\frac{9}{16}$	1
2017	$\frac{5}{8}$	$1\frac{1}{8}$	$\frac{5}{8}$	$1\frac{1}{8}$
2025	$\frac{11}{16}$	$1\frac{1}{4}$	$\frac{11}{16}$	$1\frac{1}{4}$
2026	$\frac{3}{4}$	$1\frac{3}{4}$	$\frac{3}{4}$	$1\frac{3}{4}$
2035	$\frac{13}{16}$	$1\frac{7}{8}$	$\frac{13}{16}$	$1\frac{7}{8}$

(No. 3)

This "business getter" has 6 each of 22 of the most popular numbers, making a total of 132 wrenches. Size of board, 6 ft. 8 in. high by 10½ in. wide. Shipping weight, complete, with 132 wrenches, 115 lbs.

No. 3B, with black finished wrenches, complete... \$54.84
No. 3N, with full nickle plated wrenches, complete... 80.04

Wrenches on Display Sales-Board No. 11

Dealers will find the No. 11 Sales Board most profitable. It holds 3 each of 12 numbers, making a total of 36 wrenches.

Thin Head Check Nut or Tappet Wrenches, 15° Angle, Double Head

No.	Hex. Head Cap Screw Size	Size Screw S.A.E. Head and Nut	Milled Openings
1325	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$
1326	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$
1327	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$
1328	$\frac{9}{16}$	1	$\frac{9}{16}$
1329	$\frac{5}{8}$	$1\frac{1}{8}$	$\frac{5}{8}$
1330	$\frac{11}{16}$	$1\frac{1}{4}$	$\frac{11}{16}$

Automotive Wrenches, 22½° Angle,

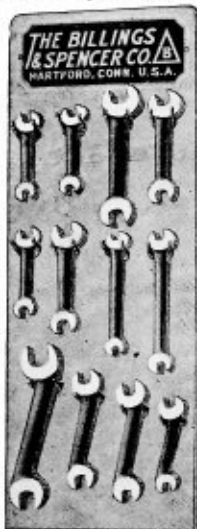
No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1557	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$
1558	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$
1562	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$
1570	$\frac{9}{16}$	1	$\frac{9}{16}$	1

Long, Thin Head Tappet Wrench, 15° Angle, Double Head

No.	U.S.S. Nuts	S.A.E. Nuts	Milled Openings
1335	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$
1336	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$

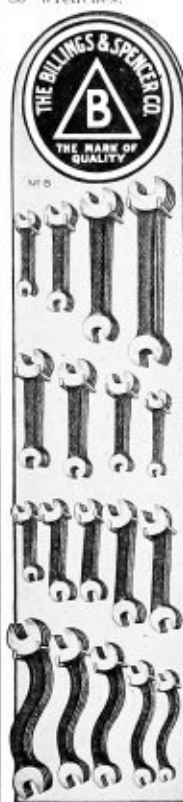
Size of No. 11 Sales Board, 26x9 5/16 inches. Shipping weight, complete with 36 wrenches, 14 lbs.

No. 11B, with black finished wrenches, complete... \$12.33
No. 11N, with full nickle plated wrenches, complete... 18.18



(No. 11)

The No. 8 is a very popular board because it "creates" business. Note the well balanced assortment of wrenches. There are 4 each of 20 different numbers, making a total of 80 wrenches.



(No. 8)

Display Sales Board No. 8

Engineers' Wrenches, 15° Angle

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1107	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$
1109	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$
1111	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$
1112	$\frac{9}{16}$	1	$\frac{9}{16}$	1
1117	$\frac{5}{8}$	$1\frac{1}{8}$	$\frac{5}{8}$	$1\frac{1}{8}$
1118	$\frac{11}{16}$	$1\frac{1}{4}$	$\frac{11}{16}$	$1\frac{1}{4}$
1121	$\frac{3}{4}$	$1\frac{3}{4}$	$\frac{3}{4}$	$1\frac{3}{4}$
1123X	$\frac{13}{16}$	$1\frac{7}{8}$	$\frac{13}{16}$	$1\frac{7}{8}$
1128	2	3	2	3
1136	$2\frac{3}{4}$	4	$2\frac{3}{4}$	4

Textile Wrenches, 22½° Angle

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
1557	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$
1562	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$
1569	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$
1575X	$\frac{9}{16}$	1	$\frac{9}{16}$	1
1580	$\frac{5}{8}$	$1\frac{1}{8}$	$\frac{5}{8}$	$1\frac{1}{8}$

Light Service "S" Wrenches

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches
2000	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$
2007	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$
2017	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$
2025	$\frac{9}{16}$	1	$\frac{9}{16}$	1
2035	$\frac{5}{8}$	$1\frac{1}{8}$	$\frac{5}{8}$	$1\frac{1}{8}$

Size of board, 46 inches high by 10½ inches wide. Shipping weight, including 80 wrenches, is 71 lbs.

No. 8B, with black finished wrenches, complete... \$29.64

No. 8N, with full nickle plated wrenches, complete... 43.24

Display Sales Board No. 10

The No. 10 Sales Board contains a carefully selected assortment of 3 each of 12 popular numbers.

Engineers' Wrenches, 15° Angle, Double Head

No.	U.S.S. Bolt Size	Hex. Head Cap Screw Size	Size Screw S.A.E. Head and Nut	Milled Openings	Price
					Black Nickel
1107	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$	\$0.21 \$0.32
1109	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$	.25 .38
1111	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$	.25 .38
1112	$\frac{9}{16}$	1	$\frac{9}{16}$	1	.25 .38
1116	$\frac{3}{4}$	$1\frac{3}{4}$	$\frac{3}{4}$	$1\frac{3}{4}$	.31 .46
1118	$\frac{11}{16}$	$1\frac{1}{4}$	$\frac{11}{16}$	$1\frac{1}{4}$	.31 .46
1123	$\frac{13}{16}$	$1\frac{7}{8}$	$\frac{13}{16}$	$1\frac{7}{8}$	.37 .56
1126	2	3	2	3	.45 .68

Light Service "S" Wrenches

No.	S.A.E. Inches	U.S.S. Nuts Inches	U.S.S. Cap Screws Inches	Milled Openings Inches	Price
					Black Nickel
2000	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{2}$	.27 .38
2007	$\frac{7}{16}$	$\frac{3}{4}$	$\frac{7}{16}$	$\frac{3}{4}$	.34 .47
2017	$\frac{1}{2}$	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{7}{8}$	.43 .58
2025	$\frac{9}{16}$	1	$\frac{9}{16}$	1	.55 .72

Size of No. 10 Sales Board, 26 x 9 5/16 inches. Shipping weight, complete with 36 wrenches, 20 lbs.

No. 10B, with black finished wrenches, complete... \$11.97
No. 10N, with full nickle plated wrenches, complete... 17.31



(No. 10)



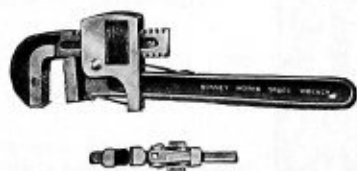
HAND TOOLS—Continued

Stillson Pipe Wrench



No. G7, length open, 6 inches, takes pipe from 1/8 to 1/2 inch, each	2.00
No. G7, length open, 8 inches, takes pipe from 1/8 to 3/4 inch, each	2.25
No. G7, length open, 10 inches, takes pipe from 1/8 to 1 inch, each	2.50
No. G7, length open, 12 inches, takes pipe from 1/8 to 1 1/4 inch, each	3.25
No. G7, length open, 14 inches, takes pipe from 1/8 to 1 1/2 inch, each	3.50
No. G7, length open, 18 inches, takes pipe from 1/4 to 2 inch, each	5.00
No. G7, length open, 24 inches, takes pipe from 1/4 to 2 1/2 inch, each	7.25
No. G7, length open, 36 inches, takes pipe from 1/4 to 3 1/2 inch, each	13.50

Motor Stillsons



The 6, 8 and 10-inch wrenches have extra thin, closely milled jaws with fine teeth; just the thing for close work in tight places. No danger of marring fine motor parts. The 12-inch wrench is built along heavier lines and is ideal for trucks and tractors. Packed in individual cartons.

Standard package contains six wrenches.

	Takes round part	Length open	Price each
No. G8, Motorcycle Stillson Wrench	$\frac{1}{8}$ to $\frac{1}{2}$	6 in.	\$2.00
No. G9, Automobile Stillson Wrench	$\frac{1}{8}$ to $\frac{3}{4}$	8 in.	2.25
No. G9, Automobile Stillson Wrench	$\frac{1}{8}$ to 1	10 in.	2.50
No. G10, Motor Truck Stillson Wrench (heavy jaw)	$\frac{1}{4}$ to $1\frac{1}{2}$	12 in.	3.00

Billings & Spencer Adjustable Wrench Model FH



Angle Wrenches Made From Steel Drop Forgings

No.	Size	Capacity	Weight	Price, Each
1	6 inches	13/16 inches	8 oz.	\$1.40
2	8 inches	1 1/8 inches	13 oz.	1.70
3	10 inches	1 1/4 inches	1 lb. 7 oz.	2.50

Adjustable "S" Wrench



No. 48, 6-inch, each	\$0.70
No. 48, 8-inch, each	.85
No. 48, 10-inch, each	1.00

Adjustable "Motor" Wrench

The jaws are offset 22 1/2 degrees. The frame is of tough malleable iron and the movable jaw a steel drop forging. The head is polished and the handle japanned.



	Length	Weight Per Dozen	Price Each
No. 80	4 in.	2 1/2 lbs.	\$0.65
No. 80	6 in.	4 1/2 lbs.	.65
No. 80	8 in.	9 1/2 lbs.	.80
No. 80	10 in.	16 lbs.	1.00
No. 80	12 in.	29 lbs.	1.50

Crescent Adjustable Wrench



Number	Size	Capacity	Weight	Each
A14	4-inch	1 1/4-inch	2 oz.	\$.65
A16	6-inch	1 3/4-inch	5 oz.	.65
A18	8-inch	2-inch	10 oz.	.80
A110	10-inch	2 1/4-inch	1 lb. 2 oz.	1.00
A112	12-inch	2 3/4-inch	2 lbs.	1.50
A115	15-inch	3 1/2-inch	4 lbs. 5 oz.	2.25
A118	18-inch	4-inch	7 lbs.	3.25

Separate Parts

Size	No. 2 Jaw	No. 3 Thumb-Screw	No. 4 Pin	No. 5 Spring
4-inch	\$0.25	\$0.10	\$0.05	\$0.05
6-inch	.25	.10	.05	.05
8-inch	.30	.12	.05	.05
10-inch	.40	.15	.05	.05
12-inch	.60	.25	.10	.05
15-inch	.85	.35	.10	.05
18-inch	1.15	.55	.10	.05

Crescent Double End Adjustable Wrench

Drop forged, heat treated, made with the same high-grade material and workmanship as the Single-End Crescent.



Number	Size	Weight	Capacity	Each
B 168	6-8 in.	11 oz.	2 1/4-1 1/2	\$ 1.25
B1810	8-10 in.	19 oz.	3 1/4-2 1/4	1.50



HAND TOOLS—Continued

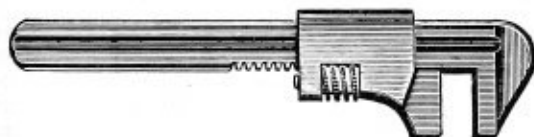
"Perfect Handle" Monkey Wrench



The drop-forged screw wrench is the strongest, most practical, most comfortable, most salably priced.

No. 615, 6-inch, capacity, 1 1/16, each.....	\$1.25
No. 615, 8-inch, capacity 1 1/4, each.....	1.50
No. 615, 10-inch, capacity 1 7/8, each.....	1.75
No. 615, 12-inch, capacity 2 3/16, each.....	2.35
No. 615, 15-inch, capacity 2 3/4, each.....	3.20
No. 615, 18-inch, capacity 3 1/8, each.....	4.00
No. 615, 21-inch, capacity 4, each.....	4.85

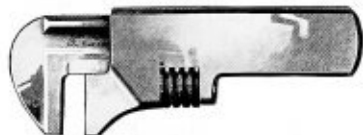
Adjustable Wrench



If your requirements call for an extra sturdy adjustable Auto Wrench at a low price the Craftsman 9-inch Adjustable Auto Wrench will prove a find for you.

No. 109, each.....	\$0.50
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Billings & Spencer Adjustable Wrenches



For use on bicycles, motorcycles, automobiles, etc. B. & S. original design. Millions now in use.

Size, 4 1/2-inch, 1 1/8-inch capacity, weight, 6 ounces. Nickel finish.

No. 97, Nickel, each.....	\$1.25
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Billings & Spencer Model G Wrenches



	Full Finish
No. 1— 6-inch, 1 11/16-inch open, each.....	\$1.30
No. 2— 8-inch, 1 7/16-inch open, each.....	1.70
No. 3—10-inch, 2 7/16-inch open, each.....	2.25
No. 4—12-inch, 2 3/4-inch open, each.....	2.90
No. 5—14-inch, 2 13/16-inch open, each.....	3.60
No. 6—18-inch, 3 3/16-inch open, each.....	4.50

Wrench Set



Length closed, 6 inches; weight 8 ounces; material, highest quality plate steel, superbly tempered; nut drop forged. Finish, incorrodible nickel.

Each of the four members is a perfect wrench in itself and can be used separately if necessary.

Sizes—A, 2, 3/8-inch, 1/2-inch, 3/4-inch; B, 5/8-inch, 3/4-inch; C, 1 1/8-inch, 1 1/4-inch; D, 1 3/8-inch, 1 1/2-inch.

No. G15, each.....	\$1.00
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"Han-D" Wrench Set



The hand wrenches are stamped from 1/2 inch thick steel and are strong enough for every ordinary requirement—at the same time they are thin enough so that they can be used in many difficult places. A knurled thumb screw holds the six wrenches together when not in use. Twelve sizes, 1/2 to 1.

No. G16, price.....	\$1.25
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Revolving Punch



Revolving 4 Tube Spring Punch, forged steel, high grade in quality and finish, knurled handles.

No. 18, each.....	\$1.50
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Starrett Adjustable Nipper



The jaws are detachable, so that they can be removed, ground, and adjusted when they have become worn. Each jaw can be ground away to the extent of 1/4-inch, remaining as good as new for practical use; and when used up, if ever, new jaws can be procured.

No. 1, 5 1/2-inch, each.....	\$3.50
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Anti-Skid Chain Tool



Those "tiger jaws" never fumble. Sure, quick, they open and close cross chain hooks in a minute with powerful pressure, without removing chain from the wheel. Necessity will serve for many years because it is drop-forged and heat-treated. It is 9 inches long with big, easy-gripping handles.

No. T-423.....	\$1.50
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HAND TOOLS—Continued

Combination Pliers



These Pliers are drop forged of the best tool steel, the joint is carefully milled and they are finished in a first-class manner. Guaranteed in every respect.

No. 355, 6-inch, nicked, per pair.....\$1.15

Combination Pliers



We present here an exceptionally high grade tool, not only in quality, but in finish. This tool is carefully forged from 60-carbon steel and is accurately machined.

No. 356, 5½-inch, nicked, per pair.....\$1.05

No. 356, 6-inch, nicked, per pair.....1.20

No. 356, 8-inch, nicked, per pair.....1.45

No. 356, 10-inch, nicked, per pair.....1.80

Combination Pliers



No. 1863, 9-inch, nicked, per pair.....\$1.55

Thin-Nose Combination Pliers



Jaws made additional length to insure greater reach and employ two grips.

No. 1903, length 7 inches, full nickel, per pair....\$1.45

Bent Nose Combination Pliers



The pliers for odd places that are difficult to reach.

No. 1923, length 8 inches, full nickel, per pair....\$1.75

Thin Bent Nose Pliers



No. J26, length 6 inches, full nickel, per pair....\$0.50

Thin-Straight Nose Pliers

No. L25, 5-inch, ½-inch.....\$0.40

No. L26, 6-inch, 1 inch......40

Universal Pliers



No. D27, 7-inch, nicked, per pair.....\$0.50

Billings & Spencer Improved Combination Pliers



No. 0, 5-inch, full nickel finish, each.....\$1.00

No. 1, 6-inch, full nickel finish, each.....1.25

No. 2, 8-inch, full nickel finish, each.....1.50

No. 3, 10-inch, full nickel finish, each.....1.75

No. 4, 14-inch, full nickel finish, each.....2.50

Combination Pliers



This is a high-grade tool, drop forged from sixty-carbon open hearth steel, but machine finished instead of hand finished.

	Size	Capacity	Weight	Price
No. H25	5-in.	½-in.	3½ oz.	\$0.20
No. H26	6-in.	1 -in.	8 oz.	.20
No. H28	8-in.	1½-in.	10 oz.	.30
No. H210	10-in.	1½-in.	16 oz.	.45

Motor Kit Pliers



No. G25, 5-inch, ½-inch.....\$0.35

No. G26, 6-inch, 1-inch......35

No. G28, 8-inch, 1½-inch......50

No. G210, 10-inch, 1½-inch......70

Side Cutting Pliers



No. 1973, 5½-inch, full nickel, per pair.....\$1.60

No. 1973, same, length 7 inches, per pair.....1.95

Lap Joint Side Cutting Pliers



Handsomely finished with knurled handles. This tool is strictly high grade. It is carefully forged from 60-carbon steel and is accurately machined.

No. 1801, 6 -inch, per pair.....\$2.20

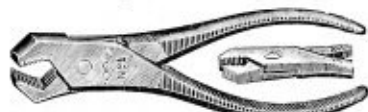
No. 1801, 7 -inch, per pair.....2.60

No. 1801, 8½-inch, per pair.....3.05



HAND TOOLS—Continued

Battery Terminal Pliers



This is an ideal tool for the battery service station and garage. It is so designed that in removing the connections it will not injure the top of the jars. The jaws are so designed as to take any style of connection. It also makes an ideal tool for bolts and nuts of medium size.

No. 1, each.....\$1.50

Very Long Reach Flat Nose Side-Cutting Pliers



No. 1781, length 7 inches, per pair.....\$1.75

Long Nose Side Cutting Chain Pliers



No. 1681, 6-inch, nicked, per pair.....\$1.45

Short Nose Pliers



No. 1701, with cutter, nicked, per pair.....\$1.25

Curved Needle Nose Pliers



No. 1631, 5½-inch, nicked, per pair.....\$1.75

Diagonal Pliers



No. 2601, 5½-inch, per pair.....\$1.50

Steel Snips



No. 19, full length, 12-in. cut, 3-in., each.....\$2.50

No. 111, full length, 7½-in. cut, 2-in., each.....1.25

Eagle Claw Handy Wrench



This wrench does the work that other wrenches will do and much that no other will do. Made of drop-forged steel with long handles that give a tremendous leverage. Grips a round bolt head when flush against wood. Made in two sizes, 7 and 10 inch.

No. 20, 45°, 7-inch, each.....\$1.00

No. 50, 45°, 10-inch, each.....1.50

"New Eazy" Bolt Clippers



This Bolt Clipper is standard the world over. It is now made with the special adjusting feature, doing away entirely with the use of shims. Each of the four sizes is made on the so-called "New Eazy" principle, strengthening the adjusting sections materially and doing away with equalizing gears and wrenches. This bolt clipper is indestructible, and all parts are interchangeable with any standard make.

	Length.	Weight.	Each.
No. 0, for 5/16 inch bolt.....	18 in.	3½ lbs.	\$3.75
No. 1, for 3/8 inch bolt.....	24 in.	6 lbs.	5.00
No. 2, for 1/2 inch bolt.....	30 in.	9½ lbs.	7.00
No. 3, for 5/8 inch bolt.....	36 in.	13½ lbs.	9.00

New "Eazy" Bolt Clipper Parts

	No. 0	No. 1	No. 2	No. 3
Pair Cutting Jaws, ready for use.....	\$1.35	\$1.65	\$2.35	\$3.00
One Cutting Jaw, ready for use.....	.68	.83	1.18	1.50

Specify Right of Left

"Handy" Bolt Clippers



	Side Cutting
No. 00, Cuts 1 in. wire, weight 2 lbs., length 12 in., each.....	\$1.40
No. 40, Cuts 9/32 in. wire, weight, 3½ lbs., length 15 in., each.....	1.90
No. 50, Cuts 5/16 in. wire, weight 3½ lbs., length 18 in., each.....	2.25

Wire Cutter



	Side Cutting
No. 00, Cuts 1 in. wire, weight, 9 oz., length 6 in., each.....	\$1.00
No. 70, Cuts 5/32 in. wire, weight 11 oz., length 8 in., each.....	1.15
No. 80, Cuts 3/16 in. wire, weight 14 oz., length 10 in., each.....	1.25



HAND TOOLS—Continued

"Little Wonder" Screw Driver Assortment



A fine little tool, made exactly like other high-grade screw drivers, except for size. Very useful for all light work on clocks, telephones, locks, electric fixtures, typewriters, cabinet hardware, etc. Red varnished handles, long steel ferrule. Tempered steel blades, $\frac{1}{8}$ inch in diameter. A steel pin through blade and handle holds them securely and prevents turning in handle.

The assortment consists of four drivers of each size, $1\frac{1}{4}$ inch, 2 inch and 3 inch, mounted on a very attractive red and gold display card. Each card packed in container box.

No. 42, per assortment.....\$1.80

Short Blade Screw Driver



Pocket size. Dull black fluted handle. Blade $\frac{1}{4}$ inch by $1\frac{1}{2}$ inch. Length over all 5 inches.

No. 29, each.....\$0.20

Matchless Electricians' Screw Drivers



Designed especially for electricians' use. Blade tempered its entire length, $\frac{1}{8}$ inch in diameter on all sizes. Point is the same width as the shank, so recessed screws can be reached and turned. Fluted hardwood handle, rubberoid finish. Polished steel ferrule. Blade, ferrule and handle securely riveted together.

No. 98, $2\frac{1}{2}$ -inch, each.....\$0.25

No. 98, $3\frac{1}{2}$ -inch, each......30

No. 98, $4\frac{1}{2}$ -inch, each......35

No. 98, $5\frac{1}{2}$ -inch, each......40

No. 98, $6\frac{1}{2}$ -inch, each......40

No. 98, $8\frac{1}{2}$ -inch, each......45

Rubber Covered Screw Drivers



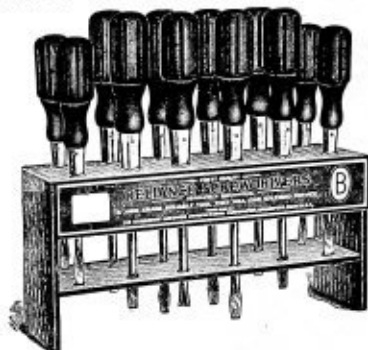
The rubber extending continuously over the handle and shank meets the blade flush, so that there is no shoulder or other obstruction from end to end that can possibly prevent free manipulation at all times, and particularly in out-of-the-way places.

Packed $\frac{1}{2}$ dozen in a box.

No. 613, $6\frac{1}{2}$ -inch, each.....\$0.50

No. 613, $11\frac{1}{4}$ -inch, each......75

Reliance Screw Driver Assortment



This assortment consists of four 4-inch, four 5-inch and four 6-inch Screw Drivers in a very attractive display rack made of hardwood in mission oak finish, with white, violet and gold labels.

No. 35, per assortment.....\$4.25

Reliance Screw Driver



Blade tempered steel throughout its entire length. If bent under pressure, it will spring back straight and true. Handle made of hardwood in the popular fluted design. Ferrule made of heavy drawn steel with reinforced collar. Construction—handle, blade and ferrule securely riveted together. Finish—fine polished blade, nickel-plated ferrule, highly buffed.

No. 7, $2\frac{1}{2}$ -inch, each.....\$0.25

No. 7, 3-inch, each......25

No. 7, 4-inch, each......30

No. 7, 5-inch, each......35

No. 7, 6-inch, each......40

No. 7, 8-inch, each......50

No. 7, 10-inch, each......60

Champion Screw Drivers



Forged from toughest steel. Intended for and will stand harder work than any other screw driver. Stronger construction. Tougher temper. Finer finish. Every blade tested to split a screw driver head.

No. G22, 4-inch, each.....\$0.40

No. G22, 5-inch, each......45

No. G22, 6-inch, each......50

No. G22, 7-inch, each......60

No. G22, 8-inch, each......70

No. G22, 10-inch, each......85

No. G22, 12-inch, each.....1.00



HAND TOOLS—Continued

Extra Heavy Pribar Screw Driver



A heavy screw driver with a blade of wonderful strength. It is simply great for a lever or prying tool and will stand the hardest strains without bending. Especially suitable for automobile work.

Blade is made of octagonal tool steel, $\frac{3}{8}$ "x8", and tempered from end to end. Polished on flat sides of point only. Ferrule of heavy drawn steel with reinforced collar. Handle is large in diameter ($1\frac{1}{2}$ inches) so large screws can be turned easily. Made of hardwood, rubberoid finish. Construction is simple and very strong. Tang end of blade is fluted and a heavy steel pin rivets ferrule, handle and blade together. It cannot loosen or turn in handle. Every one warranted. No. 242, 8-inch, price.....\$0.50

Screw Drivers



A wrench can be used on the square blade. Square forged steel $\frac{1}{8}$ -inch blade, extending clear through the handle. Oil tempered point. Fluted hardwood handle, heavy bright steel ferrule. Blade, ferrule and handle are securely riveted together. Handle is stained weathered oak color and varnished. Blade is natural finish with flats of points polished.

No. 221, 3-inch, each\$0.25

All-Steel Screw Drivers



Tool Steel Drop Forged. Polished, Square Shank

No. 586, $\frac{1}{4}$ -inch, length 6 inches, each.....\$0.40

No. 588, $\frac{1}{4}$ -inch, length 9 inches, each......60

Ratchet Screw Driver



No. 10, 2-inch, each\$0.80
No. 10, 3-inch, each 1.00
No. 10, 4-inch, each 1.10
No. 10, 5-inch, each 1.25
No. 10, 6-inch, each 1.35

Ratchet Spiral Screw Driver



No. 30, each\$3.75

Screw Driver Assortment

A display stand holding 5 different sizes of Screw



Drivers is included free with every initial order for 24 of these "Perfect Handle" Screw Drivers. The wings, which are a part of the forging, enable one to get a better grip and leverage. Even greasy hands won't slip. This wing feature also makes it possible to grip with a wrench if necessary. From head to tip every screw driver is a one-piece drop forging. Wood handles are riveted on, locked in under pressure and water-proofed.

The assortment consists of six 4-inch blade, three 5-inch blade, six 6-inch blade, three 7-inch blade and six 8-inch blade screw drivers and a handsome lithographed sales display stand, all packed up in a carton. Shipping weight 22 lbs.

No. 660A, Assortment complete.....\$16.80

"Perfect Handle" Screw Driver



Designed to meet the requirements of a mechanic or car owner with greasy hands who wants a sturdy screw driver that won't slip in his hands.

(Please Order by Number and Blade Length)

		Length Over All	Each
No. 660	4-inch blade.....	8 3/4"	\$0.50
No. 660	5-inch blade.....	9 3/4"	.60
No. 660	6-inch blade.....	11 1/4"	.70
No. 660	7-inch blade.....	12 3/4"	.80
No. 660	8-inch blade.....	14 1/4"	.90
No. 660	10-inch blade.....	16 3/4"	1.05
No. 660	12-inch blade.....	18 3/4"	1.25

Four-In-One Screw Driver



* Length over all, 5 1/2 inches.

No. G21, each\$0.75

Starrett Pocket Screw Driver



This tool is made from steel tubing, knurled and nickel plated. The butt of the blade fits a solid lock in the tube, preventing it from turning, and is held from coming out by a slight turn of the chuck.

To carry in pocket, reverse the blade, inserting it in the handle, giving a slight turn of the chuck to keep it there. It takes no more room in the pocket than a penknife.

The screw driver blades are properly tempered.

No. 553-A, handle $\frac{1}{4}$ -inch diameter, blade $1\frac{1}{2}$ inches long, weight $\frac{1}{2}$ oz., each.....\$0.40

No. 553-B, handle $\frac{1}{4}$ -inch diameter, blade 3 inches long, weight $1\frac{1}{2}$ oz., each50



HAND TOOLS—Continued

Assortment of Punches



Here is a splendid assortment of 24 Mayhem embossed, hand forged, electrically tempered, solid center Prick and Pin Punches; $\frac{1}{2}$ -inch body; assorted points; packed in substantial wooden box with perforated lid.

No. 490, per set\$6.00

Assortment Octagon Pin Punches



Four Punches in set—sizes $\frac{3}{32}$, $\frac{1}{8}$, $\frac{3}{16}$ and $\frac{1}{4}$ inch. Length 6 inches. Made of fine English steel, tempered and finely finished.

No. 412, per set\$0.80

Assortment Knurled Pin Punches



Four Punches in set—sizes $\frac{3}{32}$, $\frac{4}{32}$, $\frac{6}{32}$ and $\frac{8}{32}$ inch. Length 6 inches. Made from a special formula of tool steel; each Punch tested and warranted.

No. 494, per set\$1.20

Assortment Extra Length Punches



Four Punches in set—sizes $\frac{3}{16}$, $\frac{1}{4}$, $\frac{5}{16}$ and $\frac{3}{8}$ inch. Length 9 inches. Made from special formula tool steel; hand forged, electrically tempered.

No. 596, per set\$1.60

Cold Chisels



These Chisels are made of highest grade hammered crucible steel. Sold by face size.

No. 330, $\frac{1}{2}$ x5-inch, made from $\frac{1}{2}$ -inch stock, each...\$0.25

No. 330, $\frac{5}{16}$ x5-inch, made from $\frac{5}{16}$ -inch stock, each30

No. 330, $\frac{3}{8}$ x5-inch, made from $\frac{3}{8}$ -inch stock, each... .35

No. 330, $\frac{1}{2}$ x6-inch, made from $\frac{7}{16}$ -inch stock, each .40

No. 330, $\frac{3}{4}$ x6-inch, made from $\frac{1}{2}$ -inch stock, each.. .40

No. 330, $\frac{1}{2}$ x7-inch, made from $\frac{3}{8}$ -inch stock, each... .50

No. 330, 1 x8-inch, made from $\frac{1}{2}$ -inch stock, each.. 1.00

Round Nose Chisels



Dreadnought nickel steel, Kraeuter finish on end and head. Sold by size of cut.

No. 331	3	4	5	6
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Size Cut	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{2}$
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Length	5	5	6 $\frac{1}{2}$	7
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Price	\$0.30	\$0.40	\$0.65	\$0.90
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Diamond Point Chisels



Made of highest grade hammered crucible steel.

No. 332, $\frac{5}{16}$ x5 $\frac{1}{2}$ -inch, each\$0.50

No. 332, $\frac{3}{4}$ x6 $\frac{1}{2}$ -inch, each65

No. 332, $\frac{1}{2}$ x7-inch, each90

No. 332, $\frac{3}{8}$ x8-inch, each 1.10

Cape Chisels



Dreadnought nickel steel. Kraeuter finish on end and head.

No. 335—Size Cut...	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{2}$
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No. 335—Length	6 $\frac{1}{2}$	7	7 $\frac{1}{2}$	8
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No. 335—Price	\$0.50	\$0.65	\$0.90	\$1.10
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File Handles



Made of soft wood; light and strong; fitted with steel ferrules. Assorted sizes. Packed one dozen to the box.

No. 2 Small, per dozen\$0.75

No. 4 Medium, per dozen75

No. 6 Large, per dozen75



HAND TOOLS—Continued

Knurled Pin Punches

(Made from special formula tool steel.)



- No. 493, $\frac{1}{4}$ -inch body, 6 inches long; points $\frac{1}{4}$, $\frac{5}{16}$, $\frac{3}{8}$ inch, each.....\$0.30
 No. 493, $\frac{13}{32}$ body, 6 inches long; points $\frac{3}{32}$, $\frac{1}{8}$, $\frac{3}{16}$ inch, each......30

Knurled Pin Punches

(Extra length.)



- No. 593, 9 inches long; $\frac{1}{4}$ -inch body; points $\frac{3}{16}$, $\frac{1}{4}$, $\frac{5}{16}$, $\frac{3}{8}$ inch, each.....\$0.40

Knurled Center Punch



Points are at a correct angle for hard use. Total length, 6 inches. Diameter of stock, $\frac{13}{32}$ in.; weight per dozen, 2 lbs. 3 oz. Packed, one dozen in a box.

- No. 491, each.....\$0.30

Knurled Prick Punch



Points correctly beveled. Diameter of stock $\frac{13}{32}$ inch. Weight per dozen, 2 lbs. Packed one dozen in a box.

- No. 492, each.....\$0.30

Octagon Prick Punch



Made from high-grade cast steel. Each Punch fully warranted. Length, $4\frac{1}{2}$ inches. Size of body, $\frac{3}{8}$ inch. Weight, 1 lb. 9 oz. per doz. Packed one dozen in a box.

- No. 410, each.....\$0.15

Octagon Center Punch



Hammer forged from $\frac{1}{2}$ -inch steel. A true taper the entire length, except a very slight bevel at the tip, which good mechanics appreciate. Length, 6 inches. Size of body, $\frac{1}{2}$ inch. Weight, 3 lbs. 10 oz. per doz. Packed, one dozen in a box.

- No. 416, each.....\$0.20

Starrett Machinist's Center Punch



Made to supply the demand for a better article than has heretofore been on the market. Made of fine steel, neatly shaped, with both ends tempered and points nicely ground.

Length of each size, 4 inches. Diameter, A $\frac{5}{64}$ inch, B $\frac{3}{32}$ inch, C $\frac{9}{64}$ inch, D $\frac{5}{32}$ inch.

A larger size, E, is made for heavy work; length 5 inches, diameter $\frac{1}{4}$ inch, diameter of knurled part $\frac{1}{2}$ inch.

Be sure to specify size when ordering.

- No. 117, Specify A, B, C, D or E, any size, each...\$0.25

Starrett Automatic Adjustable Center Punch



This center punch (patent applied for) is provided with knurled adjustable screw cap, which, working in connection with a spring, regulates the stroke. For work requiring a heavy mark, turn cap down; for work requiring a light mark, turn it up. To use it no hammer is needed. The punch being placed in an upright position over the working line, a downward pressure releases the striking block and makes the impression without danger of slipping, as is liable when a hammer is used.

- No. 18-A, each.....\$2.40

Octagon Solid Punches



Made from high-grade cast steel. Each Punch fully warranted. Size of points, $\frac{3}{32}$, $\frac{4}{32}$, $\frac{6}{32}$, $\frac{8}{32}$, $\frac{10}{32}$ inch. Size of body $\frac{3}{8}$ inch. Length, $4\frac{1}{2}$ inches. Weight 1 lb. 10 oz. per doz. Packed one dozen in a box.

- No. 400, any size, each.....\$0.15

"Hard Service" Solid Punches



Hammer forged from $\frac{1}{2}$ -inch steel, which is "better than need be" in order to produce a reliable Punch for hard service. Size of points, $\frac{3}{16}$, $\frac{1}{2}$, $\frac{5}{16}$ inch. Size of body, $\frac{1}{2}$ inch. Length, 6 inches. Weight, 3 lbs. 10 oz. per doz. Packed one dozen in a box.

- No. 401, any size, each.....\$0.20

Bushing Punch



This Punch is hammer forged, electrically tempered, made of half-inch high-grade steel, and manufactured with the same care and skill as the other Mayhew Punches. Has demonstrated its worth for driving out steering knuckle bushings, wrist pin bushings and spring hanger bushings. Will move any bushing on any car without damaging adjacent parts.

- No. 600, 9 inches long, each.....\$0.60



HAND TOOLS—Continued

Files



Flat Bastard Files

Size	6	8	10	12	14
No. G24, per dozen..	\$4.30	\$5.30	\$7.00	\$9.70	\$14.00



Mill Bastard Files

Size	6	8	10	12	14
No. G25, per dozen..	\$3.50	\$4.30	\$5.60	\$7.50	\$10.70



Half Round Bastard Files

Size	6	8	10	12	14
No. G26, per dozen..	\$6.10	\$7.50	\$9.10	\$11.80	\$15.50



Round Bastard Files

Size	4	6	8	10	12	14
No. G27, per dozen..	\$3.00	\$3.50	\$4.30	\$5.60	\$7.50	\$10.70



Slim Taper Files

Size	4	5	6
No. G28, per dozen	\$2.20	\$2.50	\$3.10



Warding Files

Size	4	5	6
No. G29, per dozen	\$4.00	\$4.50	\$4.90

Tungsten and Platinum Contact File



Packed one dozen in a box.

No. G30, per dozen	\$1.50
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Vixen Lead File



No. G31, each	\$2.65
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File Cleaning Brush



File cards or tire rougheners are very useful in making tire repairs; roughing the surface to take cement, patches, etc. A durable tool. Length, 8½ inches.

No. 0, each	\$0.25
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Automobile Tool Kit



Contains

- 1 8-oz. B. P. Hammer.
- 1 6-in. Combination Plier.
- 1 9-in. Adjustable Wrench.
- 1 3-in. Screw Driver.
- 1 ½-in. Drive Punch.

Complete in Draw String Bag

No. KA205U, Kit	\$1.25
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Tool Kit for Used Cars

Contains

- 1 8-oz. B. P. Hammer.
- 1 6-in. Combination Plier.
- 3 Double End Wrenches.
- 1 ½-in. Cold Chisel.
- 1 ½-in. Drive Punch.
- 1 5-in. Screw Driver.
- 1 9-in. Adjustable Wrench.

Complete in Pocket Duck Roll

No. KA209U, Kit	\$2.00
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Tester Kit

We offer a new assortment of tools ideal for every car owner. The case is made of heavy canvas and has adjustable webbing retaining straps. A high-grade kit throughout. Waterproof case.

Consists of the Following Tools:

- No. 25 Semi-finished 15° Angle Drop Forged Wrench.
- No. 725 Semi-finished 15° Angle Drop Forged Wrench.
- No. 27 Semi-finished 15° Angle Drop Forged Wrench.
- No. 731A Semi-finished 15° Angle Drop Forged Wrench.
- 9-inch Ebony Auto Wrench.
- 5-inch Nickel Plated Bicycle Wrench.
- 5-inch Square Shank Screw Driver.
- 5-inch Offset Screw Driver.
- 3-inch Round Shank Screw Driver.
- 6-inch Mottled Adjustable Combination Pliers.
- 8-ounce Machinists' Ball Pein Hammer.
- 6-inch Mill File.
- 8-inch Round File.
- 8-inch Half Round File.
- File Handle.

Twenty-two Pieces



- 1-inch Solid Punch, half-polished.
- 1-inch Center Punch, half-polished.
- 1-inch Prick Punch, half-polished.
- 1-inch Cold Chisel, half-polished.
- 1-inch Cape Chisel, half-polished.
- 5/16-inch Cotter Pin Extractor.
- Sheet Emery Cloth.

No. 905, set complete, each	\$7.50
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HAND TOOLS—Continued

Tourist Kit

Twenty Pieces



This assortment is one of our best selling kits, as it appeals to the prospective buyer who will do most of his own repair work. All high-grade tools. Waterproof case.

Consists of the Following Tools:

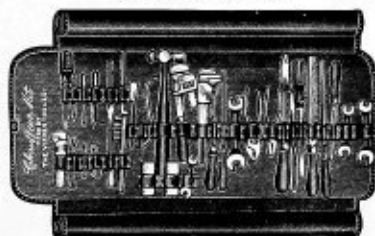
- No. 23 Semi-finished 15-degree Angle Drop Forged Wrench.
- No. 25 Semi-finished 15-degree Angle Drop Forged Wrench.
- No. 27 Semi-finished 15-degree Angle Drop Forged Wrench.
- No. 29 Semi-finished 15-degree Angle Drop Forged Wrench.

- Single Jaw Wrench, half-polished.
- 9-inch Ebony Automobile Wrench.
- 3-inch Electrician's Round Shank Screw Driver.
- 5-inch Electrician's Square Shank Screw Driver.
- 9-inch Machinist's All-steel Screw Driver.
- 7-inch Flat File.
- 6-inch Ebony Adjustable Combination Pliers.
- 1/2-inch Solid Punch, half-polished, 1/4-inch point.
- 1/2-inch Center Punch, half-polished.
- 1/2-inch Cold Chisel, half-polished.
- 1/2-inch Cape Chisel, half-polished.
- 5/16-inch Cotter Pin Extractor, black.
- 8-ounce Machinist's Ball Pen Hammer.
- No. 1 Machinist's Bearing Scraper.
- Box Assorted Cotter Pins.
- File Handle.

No. 906, set complete, each\$7.00

Chauffeur Kit

Thirty-four Pieces



Designed to meet the demand for a medium-priced outfit. A choice assortment of practical tools, high grade and warranted perfect in quality and design; at the price this kit cannot be excelled. Furnished in waterproof case.

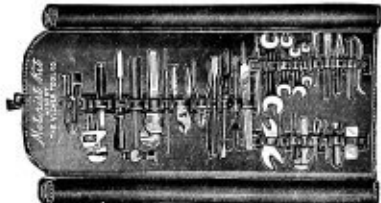
Consists of the Following Tools:

- No. 23 Semi-finished 15° Angle Drop Forged Wrench.
- No. 25 Semi-finished 15° Angle Drop Forged Wrench.
- No. 27 Semi-finished 15° Angle Drop Forged Wrench.
- No. 29 Semi-finished 15° Angle Drop Forged Wrench.
- 10" Stillson Wood Handle Pipe Wrench.
- No. 1 Machinists' Bearing Scraper.
- 8 oz. Machinists' Ball Pen Hammer.
- 9" Ebony Automobile Monkey Wrench.
- 5" Nickel Plated Bicycle Wrench.
- 6" Adjustable, Combination Pliers, Ebony.
- 3" Electricians' Round Shank Screw Driver.
- 5" Electricians' Square Shank Screw Driver.
- 5" Offset Screw Driver.
- 9" Machinists' All-steel Screw Driver.
- 5/16" Solid Punch, half-polished, 3/32" point.
- 1/2" Solid Punch, half-polished, 3/16" point.
- 1/2" Drift Punch, half-polished, 1/4" point.
- 1/2" Center Punch, half-polished.
- 1/2" Cotter Pin Extractor, full-polished.
- 6" Side Cutting Pliers.
- 4" Flat File with handle.
- 8" Flat File with handle.
- 7" Round File with handle.
- 8" Square File with handle.
- Box Solder Paste.
- Box Assorted Cotter Pins.
- Spark Plug Brush.
- 3" Cold Chisel, half-polished.
- 1" Cold Chisel, half-polished.
- 1" Cape Chisel, half-polished.
- Wire Solder.
- Soldering Iron with handle.
- Bundle 15 Copper Wire.
- Bundle 20 Copper Wire.

No. 901, set complete, each\$20.00

Motorist Kit

Thirty Pieces



An excellent kit, containing all tools necessary for making ordinary repairs. All tools of the highest grade and fully warranted. Case is heavy waterproof canvas with harness leather retaining straps sewed and double riveted. We recommend this kit to the automobile owners.

Consists of the Following Tools:

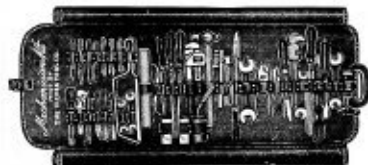
- No. 23 Semi-finished 15° Angle Drop Forged Wrench.
- No. 25 Semi-finished 15° Angle Drop Forged Wrench.
- No. 27 Semi-finished 15° Angle Drop Forged Wrench.
- No. 31 Semi-finished 15° Angle Drop Forged Wrench.
- 10" Stillson Wood Handle Pipe Wrench.
- Double Jaw "Ready Grip" Wrench, polished.
- No. 1 Machinists' Bearing Scraper.
- 8 oz. Machinists' Ball Pen Hammer.
- 3" Electricians' Round Shank Screw Driver.
- 5" Electricians' Round Shank Screw Driver.
- 9" Machinists' All-steel Screw Driver.
- 5" Offset Screw Driver.
- 9" Ebony Adjustable, Combination Pliers.
- 1/2" Solid Punch, half-polished, 1/4" point.
- 1/2" Center Punch, half-polished.
- 1/2" Cold Chisel, half-polished.
- 1/2" Cold Chisel, half-polished.
- 1" Cape Chisel, half-polished.
- 5/16" Cotter Pin Extractor.
- 9" Ebony Automobile Monkey Wrench.

- File Handle.
- 8" Flat File.
- 6" Side Cutting Pliers.
- Spark Plug Socket Wrench.
- Box Assorted Cotter Pins.
- 8" Round File.
- 6" Three Corner File.
- 5" Black Bicycle Wrench.
- Bundle 15 Copper Wire.
- Bundle 20 Copper Wire.

No. 902, set complete, each\$19.00

Mechanic Kit

Forty Pieces



A most complete assortment of highest quality tools, every one practical and indispensable, everything necessary for making all repairs on the road or in the garage. Furnished in waterproof case.

Consists of the Following Tools:

- No. 23 Semi-finished 15° Angle Drop Forged Wrench.
- No. 25 Semi-finished 15° Angle Drop Forged Wrench.
- No. 27 Semi-finished 15° Angle Drop Forged Wrench.
- No. 29 Semi-finished 15° Angle Drop Forged Wrench.
- No. 31 Semi-finished 15° Angle Drop Forged Wrench.
- 10" Stillson Wood Handle Pipe Wrench.
- No. 1 Machinists' Bearing Scraper.
- 8 oz. Machinists' Ball Pen Hammer.
- 9" Ebony Automobile Monkey Wrench.
- 5" Nickel Plated Bicycle Wrench.
- Spark Plug Socket Wrench, Japanese.
- 6" Nickel Plated, Adjustable, Combination Pliers.
- 3" Electricians' Round Shank Screw Driver.
- 5" Electricians' Square Shank Screw Driver.
- 9" Machinists' All-steel Screw Driver.
- 8" Square File, with handle.
- 1/2" Solid Punch, half-polished, 1/4" point.
- 5/16" Solid Punch, half-polished, 3/32" point.
- 1/2" Drift Punch, half-polished, 1/4" point.
- 1/2" Center Punch, half-polished.
- 1/2" Cape Chisel, half-polished.
- 1/2" Cotter Pin Extractor, full-polished.
- 6" Side-cutting Pliers.
- 5" Offset Screw Driver.

- 8 Sheets Emery Cloth.
- 7" Round File with handle.
- Soldering Iron with handle.
- Box Solder Paste.
- Bundle 15 Copper Wire.
- Bundle 20 Copper Wire.
- 8" Hacksaw and Frame.
- 4" Flat File with handle.
- 1" Cold Chisel, half-polished.
- 1" Cold Chisel, half-polished.
- Wire Solder.
- Soldering Torch.
- Spark Plug Brush.
- 8" Flat File with handle.
- 2 1/2" Carriage-makers' Clamp.
- Box Assorted Cotter Pins.

No. 900, set complete, each\$26.00



HAND TOOLS—Continued

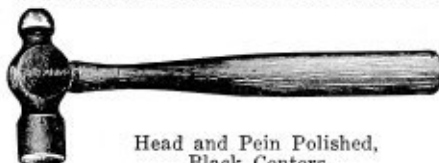
Machinists' Ball Pein Hammer



Octagon pattern. Ebony semi-finished. Polished face and pein.

	Each		Each
No. 104, 4-oz.	\$1.00	No. 104, 1 -lb.	\$1.05
No. 104, 6-oz.	1.00	No. 104, 1½-lb.	1.15
No. 104, 8-oz.	1.00	No. 104, 1¾-lb.	1.25
No. 104, 12-oz.	1.00		

Craftsman Steel Ball Pein Hammer



Head and Pein Polished,
Black Centers.

No. 1002, 8-ounce, each	\$0.50
No. 1002, 12-ounce, each	.50
No. 1002, 1-pound, each	.60

Machinists' Riveting Hammers



Crucible tool steel. Full polished. Drop forged. Packed one-half dozen in a box.

No. 118, 4 oz., each	\$1.20
No. 118, 7 oz., each	1.25
No. 118, 9 oz., each	1.30
No. 118, 12 oz., each	1.35
No. 118, 15 oz., each	1.45
No. 118, 18 oz., each	1.55
No. 118, 22 oz., each	1.70

Engineers' Hammer



Polished—White Hickory Handles

No.	0	1	2	3
Weight, oz.	26	32	42	48
Length, inches	15	16	16	17
Price, each	\$1.75	\$1.90	\$2.00	\$2.15

Packed 7 dozen in cardboard box.

Perfect Handle Hammer



Made of drop forgings, one piece of steel; is 10 inches long, with 3-inch head, and weighs 19 ounces.

No. 616, each.....\$1.00

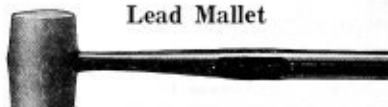
Body and Fender Hammer



Just the hammer for straightening or taking dents out of fenders, bodies, radiators, etc. The square head often does the trick. Drop forged from one piece of solid tool steel, black finish, bright polished round and square heads. Selected second growth hickory handles.

No. 10 Hammer, each.....\$1.25

Lead Mallet



Ten inches overall weight, 2 lbs.

No. 61, each.....\$0.50

Rubber Auto Mallets



These are designed for use around automobiles, to prevent injury to woodwork, brass and other metal parts. They are made of an especially tough compound, and will stand a great deal of rough usage. Furnished with wood handles. Made in three sizes:

No. 1, 2½ in. long, 1½ in. face	\$0.60
No. 2, 3½ in. long, 2 in. face	.80
No. 3, 4 in. long, 2½ in. face	1.10

Hammer Handles

Garagemen and mechanics repeatedly find themselves in need of extra hammer handles for replacement purposes. In order to take care of these needs we carry in stock the following:

	Each
Blue Seal Machinist Hammer Handle, 12-inch	\$0.25
Blue Seal Machinist Hammer Handle, 14-inch	.25
Blue Seal Machinist Hammer Handle, 16-inch	.30



HAND TOOLS—Continued

Adjustable Hack Saw Frame



The stock in this frame is wider and stiffer than commonly used; cannot be cramped when saws are strained up, and will not tremble when used. It is well made with improved adjustable back and will take in 8, 9, 10, 11 and 12-inch saws, which may be set to cut in either one of four directions, and tightened by simply turning the handle. Polished and nickel plated.

No. 146, with one blade, each.....\$1.50

Adjustable Hack Saw Frame



Designed for mechanics who appreciate tools of the highest quality. Frame is adjustable and of special high quality steel, heavily nicked and highly polished to prevent rust.

Handle of hard rubber, easy grip pattern, hung so that the entire force of the stroke is directed on the cutting edge of the blade, thus increasing the cutting power of every stroke and giving the operator a better control of his saw.

This frame is unique in construction and there is no other like it. It is fitted with a hand guard, which prevents injury to the hand should a blade break when cutting. Size when closed, 8 inches; when opened full length, 12 inches.

No. 10, each.....\$2.00

Adjustable Hack Saw Frame



This frame is supplied with a grip handle; is adjustable, and accommodates blades from 8 to 12 inches. Made of high-grade steel heavily nicked and highly polished. Frame is $4\frac{1}{2}$ inches in height, $\frac{3}{4}$ of an inch thick and $\frac{3}{4}$ of an inch in width.

No. 4, each.....\$2.75

Hack Saw Frames



Atkins "Indiana" Hack Saw Frame is of solid-back pattern, made of a high-grade steel heavily nicked, highly polished. Blades may be faced in four different ways. Handle of hard wood, enameled.

No. G33, size 8-inch, each.....\$0.75

No. G33, size 10-inch, each......90

No. G33, size 12-inch, each.....1.15

Hack Saw Flexible Blades



Flexible blades are tempered on the edge only for cutting pipe tubing, channels and all work where a blade is subjected to unusual liability of breakage.

Fourteen tooth blade is the one we recommend for all ordinary work, and is the size furnished unless otherwise specified.

Eighteen and Twenty-four tooth blades are for cutting extra fine stock.

We suggest ordering blades by number as a safeguard against error or misunderstanding.

Flexible Hand Blades

14 Teeth Per Inch	18 Teeth Per Inch	24 Teeth Per Inch	Size Inches	Gauge No.	List Price Per Dozen
814F	818F	824F	8 x $\frac{1}{2}$ x .025	23	\$0.67
1014F	1018F	1024F	10 x $\frac{1}{2}$ x .025	23	.84
1214F	1218F	1224F	12 x $\frac{1}{2}$ x .025	23	1.00

32 teeth can be furnished if desired

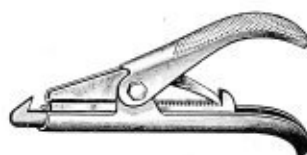
Power Hack Saw Blades



Power Blades

Number	Size Inches	Gauge No.	Teeth Per Inch	List Price Per Dozen
1242	12 x $\frac{1}{2}$ x .032	21	14	\$1.25
1442	14 x $\frac{1}{2}$ x .032	21	14	1.58
1439	14 x $\frac{1}{2}$ x .049	18	10	2.28
1439A	14 x $\frac{1}{2}$ x .049	18	14	2.28

Cotter Pin Puller



Designed to remove cotter pins from the most inaccessible as well as the handiest places. Straightens the pin so it can be used over again. Curved tooth on lower jaw holds pin until you are ready to release it. Made of steel, nickel plated.

No. G-768, each.....\$2.00

Mayhew Cotter Pin Puller and Spreader



No. 495, 6 $\frac{1}{2}$ -inch, each.....\$0.25

Cotter Pin Extractor



No. 26, 6-inch, each.....\$0.15

No. 26, 7-inch, each......15



HAND TOOLS—Continued

Hand Drills



All steel drill with idler gear. Crank handle of wood. Main handle hollow opened by screw cap. Three jaw springless chuck, holding round shanks up to $\frac{1}{8}$ " in diameter. Length, 11 inches.

No. 343, each.....\$3.40

Hand Drills



Cocobolo wood, malleable iron frame; bright metal parts nicked.

Removable side, grip handle.

Hollow end handle with screw cap, containing 8 wood-boring points, ranging in size from $\frac{1}{16}$ to $\frac{11}{64}$ inch in diameter.

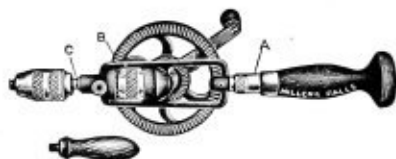
Cut gears; large gear with wide rim, idler gear to equalize bearings. Ball thrust bearing.

Three-jawed chuck, holding, and centering accurately, round shank drills from 0 to $\frac{3}{16}$ inch in diameter.

Length, 12 $\frac{1}{2}$ inches.

No. 5, each.....\$3.70

Hand Drills with Mushroom Head



Specially adapted for fast drilling. For a Hand Drill with quick change of speed, ball bearings and chuck capacity up to $\frac{3}{8}$ -inch there is no more popular drill. An important feature is the ball thrust bearing, which insures long wear and ease in operation.

Equipped with Star three-jaw chuck to hold drills up to $\frac{3}{8}$ -inch. Choice stained hardwood handles. Side handle removable. Malleable iron frame, enameled black, large gear red. Other metal parts nicked. No drill points furnished. Length 15 $\frac{1}{2}$ inches. Packed one in a pasteboard box.

No. 980, each.....\$5.40

Breast Drills



Malleable iron black frame; chuck and crank nicked. Breast plate adjustable to different positions and made to fit the hand; when grasped with middle finger through hole provided for it the tool can be held easily and steadied in awkward and out-of-the-way places when the breast plate must be held in the hand. Auxiliary Breast Plate, as shown in illustration. To add ease and comfort or for use in doing heavy work.

Instantly changeable speed from even to 3 to 1. Cut gears; small gears of steel. Ball-thrust bearing. Chuck is of the Star pattern with three jaws holding round shanks from 0 to $\frac{1}{2}$ inch in diameter. Jaws are operated with springs that are protected from injury and will not get out of order.

Weight, each, 7 pounds. Length, 18 inches.

No. 100, each.....\$6.50

Master Pattern Breast Drills



The same as No. 100, except that chuck is of the master pattern, holding, and centering with reasonable accuracy, round shanks from $\frac{1}{4}$ to $\frac{1}{2}$ inch in diameter, No. 1 Morse taper and all sizes of bit stock shanks.

No. 99, each.....\$6.05

Breast Drills



Malleable iron frame; chuck polished. Breast plate adjustable to different positions and removable; cut gears; small gears of steel; ratio $3\frac{1}{2}$ to 1; diameter of large gear, 4 inches; radius of crank, 4 inches. Hardened steel washer as thrust bearing. Star chuck with large jaws, holding and centering accurately round shanks from 0 to $\frac{1}{2}$ inch in diameter. The jaws in this chuck are operated by springs that are protected from injury and will not get out of order.

Length, 14 $\frac{1}{2}$ inches; weight, each, 4 pounds.

No. 212, each.....\$3.85



HAND TOOLS—Continued

Breast Drills



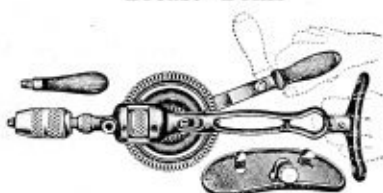
Black enameled cast-iron frame and breast plate; rolled steel main stock; adjustable crank with radius of 4 to 7 inches; cut gears; ball-thrust bearing.

Changeable speed from even to 3 to 1; speed changed instantly and without removing bit from the work. Barber improved chuck with alligator jaws holding bit stock and many sizes of round shanks.

Length, 18 inches. Weight, each, 6 pounds.

No. 19, each\$4.50

Breast Drills



Malleable iron black frame; no nicked parts. Instantly changeable speed from $1\frac{1}{2}$ to 1 and 4 to 1. Cut gears; small gears of steel. Auxiliary side handle.

Chuck of Star pattern with three jaws operated by springs that are protected from injury and will not get out of order. Holds round shanks from 0 to $\frac{1}{2}$ inch in diameter. Provided with a simple and effective ratchet.

Weight, each, 6 pounds. Length, 17 $\frac{1}{2}$ inches.

No. 200, each\$9.20

Chain Drills with Master Chuck

This is an auxiliary tool for use with a breast drill or bit brace in metal drilling. Has a master chuck for holding round shanks from $\frac{1}{4}$ to $\frac{1}{2}$ inch in diameter, bit stock, and No. 1 Morse taper shanks.

Length with chuck inserted, 11 $\frac{1}{2}$ inches.

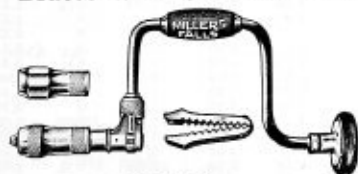
Weight, 4 $\frac{1}{2}$ pounds.

Packed one in a pasteboard box.

No. 718, each\$4.95



Braces with Screwed Head



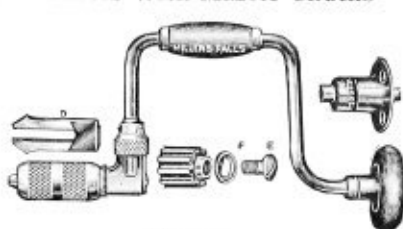
10-Inch Sweep

Metal parts polished, stained hardwood. Steel sweeps and jaw sockets.

Cast alligator jaws. Open ratchet. Head is screwed on and cemented.

No. 162, each\$2.00

Braces With Master Chucks



14-Inch Sweep

Polished and nicked steel; cocobolo wood handles. Ball bearing head. Sweep handle with inserted steel rings. Patent cup washer (F) and screw (E) to hold chuck to sweep without working loose.

Master chuck with forged steel jaws, holding positively and securely and centering with reasonable accuracy round shanks from $\frac{1}{8}$ to $\frac{1}{2}$ inch in diameter. No. 1 Morse taper and all sizes of bit stock and expansion bit shanks.

No. 730, each\$5.10

Braces with Barber Chucks



10-Inch Sweep

Polished and nicked steel; cocobolo wood. Ball bearing head. Sweep handle with inserted steel rings.

Patent cup washer (F) and screw (E) to hold chuck to sweep without working loose.

Barber chuck with forged steel alligator jaws, holding bit stock and many sizes of round and irregular shanks.

No. 732, each\$4.70

Drill Sets

This Drill Set contains straight shank drills from 1/16" to $\frac{1}{2}$ " in sixty-fourths. The stand is divided so that the thirty-second size drills occupy one-half and the sixty-fourth size the opposite half. Each drill is placed in a hole properly marked. Stands are furnished in a beautifully finished oxidized copper.



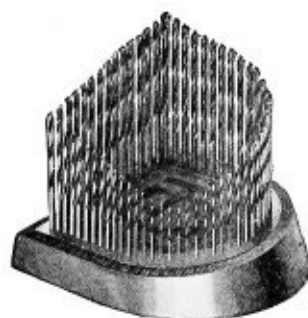
No. 20A, Metal Stand and Drills, complete.....\$15.00

No. 20B, Metal Stand only, each.....2.40



HAND TOOLS—Continued

Drill Sets



This Drill Set contains steel wire gauge drills Nos. 1 to 60, inclusive. Each drill in a hole properly marked. Facilitating quick selection of any drill required. The above stand is practical for every shop and tool room.

No. 30A, Metal Stand and Drills, complete.....\$13.25
No. 30B, Metal Stand only, each.....2.40

Bit Stock Drills No. 116



Diameter Inches	Length Over All Inches	Price Per Dozen	Diameter Inches	Length Over All Inches	Price Per Dozen
1/16	3 1/4	\$2.50	15/32	6 3/4	\$11.75
5/64	4	2.60	1/2	7	13.00
3/32	4	2.70	17/32	7 1/4	14.25
7/64	4	2.85	9/16	7 1/2	15.50
1/8	4	3.00	19/32	7 3/4	16.75
9/64	4 1/4	3.25	5/8	7 3/4	18.00
5/32	4 1/4	3.50	21/32	7 3/4	19.50
11/64	4 1/2	3.75	11/16	7 3/4	21.00
3/16	4 1/2	4.00	23/32	7 3/4	22.50
13/64	4 1/2	4.25	3/4	7 3/4	24.00
7/32	4 1/2	4.50	25/32	7 3/4	25.50
15/64	5	4.75	13/16	7 3/4	27.00
1/4	5	5.00	27/32	7 3/4	28.50
17/64	5 1/4	5.50	7/8	7 3/4	30.00
9/32	5 1/4	6.00	29/32	7 3/4	31.50
19/64	5 1/2	6.50	15/16	7 3/4	33.00
5/16	5 1/2	7.00	31/32	7 3/4	34.50
21/64	5 3/4	7.50	1	7 3/4	36.00
11/32	5 3/4	8.00	1 1/16	7 3/4	39.00
3/8	6	8.50	1 1/8	7 3/4	42.00
13/32	6 1/4	9.25	1 3/16	7 3/4	45.00
7/16	6 1/2	10.50	1 1/4	7 3/4	48.00

Stub Steel Wire Gauge Drills No. 98



Wire Gauge No.	Diameter Inches	Length Over All Inches	Price Per Dozen	Wire Gauge No.	Diameter Inches	Length Over All Inches	Price Per Dozen
1	.2280	4	\$2.75	31	.1200	2 1/4	\$1.75
2	.2210	3 3/4	2.75	32	.1160	2 1/4	1.75
3	.2130	3 3/4	2.75	33	.1130	2 1/4	1.75
4	.2090	3 3/4	2.75	34	.1110	2 1/4	1.75
5	.2055	3 3/4	2.75	35	.1100	2 1/4	1.75
6	.2040	3 3/4	2.50	36	.1065	2 1/4	1.75
7	.2010	3 3/4	2.50	37	.1040	2 1/4	1.75
8	.1990	3 3/4	2.50	38	.1015	2 1/4	1.75
9	.1960	3 3/4	2.50	39	.0995	2 1/4	1.75
10	.1935	3 3/4	2.50	40	.0980	2 1/4	1.75
11	.1910	3 3/4	2.25	41	.0960	2 1/4	1.70
12	.1890	3 3/4	2.25	42	.0935	2 1/4	1.70
13	.1850	3 3/4	2.25	43	.0920	2 1/4	1.70
14	.1820	3 3/4	2.25	44	.0860	2 1/4	1.70
15	.1800	3 3/4	2.25	45	.0820	2 1/4	1.70
16	.1770	3 3/4	2.00	46	.0810	2 1/4	1.65
17	.1730	3 3/4	2.00	47	.0785	2 1/4	1.65
18	.1695	3 3/4	2.00	48	.0760	2 1/4	1.65
19	.1660	3 3/4	2.00	49	.0730	2	1.65
20	.1610	3 3/4	2.00	50	.0700	1 3/4	1.65
21	.1590	3 3/4	1.90	51	.0670	1 3/4	1.60
22	.1570	3 3/4	1.90	52	.0635	1 3/4	1.60
23	.1540	3 3/4	1.90	53	.0595	1 3/4	1.60
24	.1520	3 3/4	1.90	54	.0550	1 3/4	1.60
25	.1495	3	1.90	55	.0520	1 3/4	1.60
26	.1470	2 3/4	1.80	56	.0465	1 1/4	1.55
27	.1440	2 3/4	1.80	57	.0430	1 1/4	1.55
28	.1405	2 1/2	1.80	58	.0420	1 1/4	1.55
29	.1360	2 1/4	1.80	59	.0410	1 1/4	1.55
30	.1285	2 1/4	1.80	60	.0400	1 1/4	1.55

Order No. 98 in all sizes.

Taper Shank Twist Drills No. 105



Diameter Inches	Length Over All Inches	Carbon Steel per Dozen	High Speed Steel Each	Diameter Inches	Length Over All Inches	Carbon Steel per Dozen	High Speed Steel Each
1/8	7 3/4	\$14.40	\$ 2.00	3/8	10 1/4	\$31.20	\$ 4.75
3/16	8	15.60	2.15	1/2	10 3/4	33.60	5.15
1/4	8 1/4	16.80	2.25	5/8	10 3/4	36.00	5.50
5/16	8 1/2	18.00	2.40	3/4	10 3/4	39.00	5.90
3/8	8 3/4	19.20	2.50	1	11	42.00	6.25
7/16	9	20.40	2.75	1 1/8	11 1/4	45.00	7.25
1/2	9 1/4	21.60	3.00	1 1/4	11 3/4	54.00	8.25
5/8	9 1/2	22.80	3.25	1 1/2	12	60.00	9.50
3/4	9 3/4	24.00	3.50	1 3/4	12 1/4	66.00	10.75
7/8	9 7/8	25.20	3.75	1 5/8	14 1/4	72.00	12.25
1	10	26.40	4.00	1 3/4	14 1/2	78.00	13.75
1 1/8	10 1/4	28.80	4.40	1 7/8	14 3/4	90.00	15.50
				2	15	102.00	17.25

No. 105—Specify both number and size when ordering.
Standard Morse Tapers used on above.
1/2-inch-9/16-inch—No. 1; 15/16-inch, 1 1/4-inch—No. 3; 19/32-inch-29/32-inch—No. 2; 1 5/16-inch-1 1/2-inch—No. 4.

Drills for Blacksmith's Drill Presses No. 112

1-inch shank—short length.



Diameter Inches	Length Over All Inches	Per Dozen	Diameter Inches	Length Over All Inches	Per Dozen
1/8	4 7/8	\$ 5.40	3/8	6	\$19.20
3/16	4 1/2	5.40	1/2	6	20.40
1/4	5 1/8	6.00	5/8	6	22.80
5/16	5 1/8	6.60	3/4	6	24.00
3/8	6	7.20	7/8	6	25.20
7/16	6	7.80	1	6	26.40
1/2	6	8.40	1 1/8	6	27.60
5/8	6	9.00	1 1/4	6	28.80
3/4	6	9.60	1 1/2	6	30.00
7/8	6	10.20	1 3/4	6	32.40
1	6	10.80	1 5/8	6	34.80
1 1/8	6	11.40	1 7/8	6	37.20
1 1/4	6	12.00	2	6	39.60
1 1/2	6	12.60			43.20
1 3/4	6	13.20			46.80
1 5/8	6	14.40			50.40
1 7/8	6	15.60			54.00
2	6	18.00			

No. 112—Specify both number and size when ordering

Straight Shank Twist Drills

CARBON No. 94

HIGH SPEED No. 206



Diam. Inches	Length Over All Inches	High Speed N206 Per Doz.	Carbon N94 Per Doz.	Diam. Inches	Length Over All Inches	High Speed N206 Each	Carbon N94 Each
1/32	1 1/8	\$1.50	\$1.50	27/64	5 3/8	\$14.42	\$0.65
3/64	1 1/8	1.55	1.55	7/16	5 1/2	1.42	.70
1/16	2 1/8	\$5.70	1.60	29/64	5 3/8	1.56	.77
5/64	2 1/8	5.70	1.65	15/32	5 1/4	1.56	.83
3/32	2 1/8	5.70	1.70	31/64	5 3/8	1.67	.92
7/64	2 1/8	5.90	1.75	1/2	6	1.67	1.00
1/8	3	5.90	1.80	35/64	8	2.15	1.30
9/64	3 1/8	6.10	1.85	17/32	8 1/2	2.25	1.40
5/32	3 1/8	6.10	1.90	9/16	8 1/2	2.25	1.40
11/64	3 1/8	6.30	2.00	19/32	8 1/2	2.50	1.60
3/16	3 1/2	6.30	2.25	5/8	8 3/4	2.50	1.60
13/64	3 1/8	7.00	2.50	21/32	9	2.75	1.70
7/32	3 3/8	7.00	2.75	11/16	9 1/4	3.00	1.80
15/64	3 3/8	7.35	3.00	23/32	9 1/2	3.25	1.90
1/4	4	7.35	3.25	3/4	9 3/4	3.50	2.00
9/32	4 1/8	8.10	3.50	25/32	9 3/4	3.75	2.10
19/64	4 1/8	10.50	4.00	13/16	10	4.00	2.20
5/16	4 1/2	10.50	4.35	27/32	10 1/4	4.40	2.40
21/64	4 1/2	12.00	4.70	29/32	10 1/2	4.75	2.60
11/32	4 3/4	12.00	5.05	15/16	10 3/4	5.50	2.80
23/64	4 3/4	13.50	5.60	31/32	10 3/4	5.90	3.10
3/8	5	13.50	6.00	1	11	6.25	3.30
25/64	5 1/8	15.00	6.50				
13/32	5 1/4	15.00	7.00				



HAND TOOLS—Continued

Starrett Pocket Steel Tapes

These tapes are $\frac{1}{2}$ inch wide, in well-finished nickel plated cases with rounded edges. Spring wind with center stop. Graduated in inches and sixteenths of an inch.



	Diameter inches	Each
No. 500, 60-inch	1 5/8	\$0.95
No. 500, 72-inch	1 11/16	1.00
No. 500, 96-inch	1 13/16	1.50

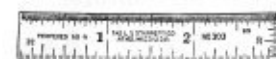
Improved Hook Rules

Very convenient in taking measurements from round corners, through hubs of pulleys, setting inside calipers, etc. The 6-inch may be carried in the pocket. The hook can be quickly removed by turning eccentric stud one-half around.



No. 419, 6-inch, each	\$1.25
No. 419, 12-inch, each	2.15

Spring-Tempered Rules (With Graduated End)



This rule has No. 4 graduations and is graduated in 32ds of an inch on opposite sides of one end.

No. 303, 6-inch, each	\$0.90
No. 303, 12-inch, each	1.65

Flexible Rules

These are very thin spring tempered rules, nicely graduated on one side only. Those from 1 in. to 12 in. are $\frac{1}{2}$ in. wide, and will easily conform to a 2 in. circle. No. 10 graduations—32nds and 64ths.



No. 320, 6-inch, each	\$0.90
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Narrow Hook Rules



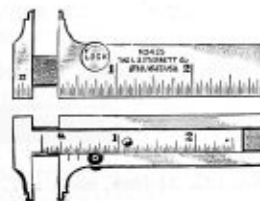
These rules are designed for use in taking measurements through small holes where our regular hook rules cannot be used. They can also be used for setting inside calipers, etc. Measurements through holes as small as $\frac{1}{8}$ inch can be obtained. The rules are graduated one side in 32ds and the other in 64ths of an inch.

No. 422, 6-inch, each	\$1.20
No. 422, 12-inch, each	2.00

Pocket Slide Calipers

Graduated in 32ds and 64ths. The improved clamping device is a valuable feature.

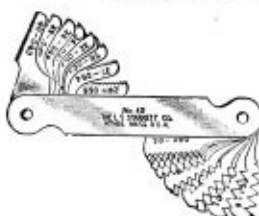
No. 425, size 3 inches, each	\$4.00
No. 425, size 5 inches, each	5.00



Starrett Screw Pitch Gauge

The gauge has twenty-two pitches, viz.: 9, 10, 11, 11 $\frac{1}{2}$, 12, 13, 14, 15, 16, 18, 20, 22, 24, 26, 27, 28, 30, 32, 34, 36, 38, 40.

This gauge can be used inside a nut as well as on the outside of a screw or bolt.



No. 40, each	\$1.25
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Screw Pitch Gauge

This Gauge has 24 pitches: 4, 4 $\frac{1}{2}$, 5, 5 $\frac{1}{2}$, 6, 7, 8, 9, 10, 11, 11 $\frac{1}{2}$, 12, 13, 14, 15, 16, 18, 20, 22, 24, 26, 27, 28, 30. The teeth are sharp and clean cut. Like our No. 40 it can be used inside of a nut as well as on outside of a screw or bolt. It is also a convenient and reliable tool to use as a 60-degree center gauge and to test the grinding of either an inside or outside threading tool.



No. 4, each	\$1.50
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Thickness Gauge

Has leaves, viz.: .002, .003, .004, .006, .008, .010, .012, .015. The leaves are tempered, and have the thickness marked upon them.

Case 4 $\frac{1}{2}$ in. long by $\frac{1}{2}$ in. wide; leaves 4 $\frac{1}{2}$ in. long by $\frac{1}{2}$ in. wide.

No. 172-B, each	\$2.50
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Case 3 $\frac{1}{2}$ in. long by $\frac{1}{2}$ in. wide; leaves 3 $\frac{1}{2}$ in. long by $\frac{1}{2}$ in. wide. Has same leaves as 172-B and .0015 in. addition.

No. 172-A, each	\$1.50
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No. 71 contains the following leaves: .0015, .002, .003, .004, .006 and .015

No. 71, each	\$0.90
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Center Gauges

For use in grinding and setting screw cutting tools.

Not tempered, graduated one corner, each in 32ds, 24ths, 20ths and 14ths.

No. 390, each	\$0.40
No. 391, same, spring tempered, each	.50



Starrett Micrometers

One-inch, polished steel, for measurement by thousandths up to one inch, with lock nut and ratchet stop; length 4 $\frac{1}{2}$ inches.

No. 3, with ratchet, each	\$10.00
No. G34, Leather Case, extra	1.00

Two-inch size; polished steel; for measurement by thousandths from one inch to two inches; with lock nut, ratchet stop and one-inch test gauge; length 5 $\frac{1}{2}$ inches.

No. 2, with ratchet, each	\$11.00
No. G35, Leather Case, extra	1.25





HAND TOOLS—Continued

Micrometer Depth Gauge



Designed for measuring the depth of grooves, holes or irregular parts. It has 1/2-inch movement of the screw, reading in thousandths, and with two 1/2-inch and one 1-inch standard collars to slip off or on the spindle, 2 1/2 inches, reading in thousandths can be obtained. The split nut is covered and protected by a graduated sleeve, which being held by a stiff friction, may be rotated by a spanner wrench, accompanying each gauge, so that the zero lines will coincide for correct reading. The head is about 4/10-inch thick.

No. 446-B	\$8.50
With Case	9.75

Starrett Outside Micrometers With Ratchet



No. 226, from 1 to 2-inch, with ratchet stop	\$9.00
No. G36, Lea. Case	1.50
No. G37, 1-inch standard	1.25
No. 226, from 2 to 3-inch, with ratchet stop	10.50
No. G36, Lea. Case	1.50
No. G37, 2-inch standard	1.50

No. 226, from 3 to 4-inch, with ratchet stop ..	11.25
No. G36, Leather Case	1.75
No. G37, 3-inch standard	2.50
No. 226, from 4 to 5-inch, with ratchet stop ..	12.50
No. G37, 4-inch standard	2.00
No. G36, Leather Case	2.75

Starrett Inside Micrometer



No. 124A, with 6 rods to measure from 2 to 8 inches, with case	\$8.50
No. G38, extra for handle	1.00

Graduated Hardened Steel Squares

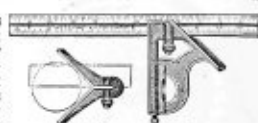


This solid steel try square has concave depressions in each side of the stock, which make it convenient to hold between the thumb and finger while being used. The stocks are case-hardened, the blades hardened to spring temper and graduated in 32ds of an inch on one side and 64ths on the other.

Prices

No. 63, 2-inch blade, full length of beam, 1 1/2 inch	\$2.70
No. 63, 3-inch blade, full length of beam, 2 inch	3.90
No. 63, 4-inch blade, full length of beam, 2 1/2 inch	5.70
No. 63, 6-inch blade, full length of beam, 3 1/2 inch	7.50
No. 63, 9-inch blade, full length of beam, 5 inch	12.00
No. 63, 12-inch blade, full length of beam, 6 1/2 inch	14.40

Starrett Combination Square With Center Head



With the adjustable scale this forms one of the most convenient and useful tools ever devised for the mechanic's use. It is a complete substitute for a whole set of common try squares, and is one of the best gauges made for transferring exact measurements or laying out work. It is also convenient for a depth gauge, or to square in a mortise. For a miter it is perfect, while with the auxiliary center head it forms a centering square, both inside and outside, which for convenience and accuracy has no equal.

The blades are hardened and graduated with heavy figures, reading both ways. Both sizes are furnished with center head.	
No. 11, 6-inch, each	\$2.40
No. 11, 12-inch, each	3.60



Starrett High Speed Indicator

This indicator may be run at highest speed required without heating, and this on account of our frictionless bearing against which the inner end of the spindle revolves (a feature patented by us).

The working parts of this instrument are encased, and the dial plate has two rows of figures, reading right or left, as the shaft may run.

No. 104, each	\$1.25
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Starrett Registering Speed Indicator

This instrument was devised to automatically register hundreds as well as units and tens, and thus relieve the mind from keeping tally; also to furnish a better registering indicator at a more reasonable cost than has been on the market heretofore. The instrument will register 5,000 revolutions. The large dial is graduated into one hundred lines, each one representing a revolution of the spindle. The small dial has fifty lines cut upon its face, each representing one hundred revolutions of the spindle (or one complete turn of the large dial). Nickel plated.



No. 107, each	\$3.60
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Time Saver Drill, Tap and Steel Wire Gauge



By the use of this gauge one is enabled to select at once the right sized drill to suit machine screw tap most commonly used, leaving just stock enough for the tap to cut as near a full thread as is practicable for one tap without breaking it, thus saving much time and uncertainty of result attending the former crude ways of making a selection.

No. 185, each	\$2.40
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Nickel Plated Pocket Level



No. 135, 3 1/2-inch, each	\$0.60
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HAND TOOLS—Continued

Yankee Outside Calipers



These Calipers and Dividers are thoroughly well made but not quite so heavy as some and therefore very reasonably priced.

- No. 79, 3-inch, with solid nut...\$0.85
- No. 79, 6-inch, with solid nut... 1.05
- No. 79, 3-inch, with spring nut 1.05
- No. 79, 6-inch, with spring nut 1.20

Yankee Inside Calipers

The bow is stiff, making the caliper reliable. After caliper inside of chambered cavity by springing in the legs they may be withdrawn, and as they spring back will show the exact size calipered.

- No. 73, 3-inch, with solid nut...\$0.85
- No. 73, 6-inch, with solid nut... 1.05
- No. 73, 3-inch, with spring nut... 1.05
- No. 73, 6-inch, with spring nut... 1.20



Firm Joint Calipers



No. 26



No. 27

The improvement in these calipers consists in the construction of the joint, which is so made as to be drawn together by means of a screw. The main stud is squared and fitted to one leg, thus preventing the stud from turning when loosening and tightening, and insures a smooth and uniform friction of more or less tension to suit the user.

- No. 26, 6-inch, each\$0.80
- No. 26, 8-inch, each 1.00
- No. 27, 6-inch, each80
- No. 27, 8-inch, each 1.00

Pocket Scribes



This Scriber is reversible, telescoping into the stock. Made of steel tubing, knurled and nicked.

- No. 70A—Handle $\frac{1}{2}$ -inch diameter, blade $2\frac{1}{2}$ inches long\$0.35
- No. 70B—Handle $\frac{1}{2}$ -inch diameter, blade $2\frac{1}{2}$ inches long50

Improved Bronze Dividers



The head and socket legs of this tool are made from drawn bronze metal and are hard, tough, strong, finely finished and nickel-plated.

The joint is large and firm. The locking nut between the arms, against which a spiral spring acts, is a valuable feature. After the adjustment is made the nut may be turned back, locking spring and arms firmly, thus remedying the weak point in the common wing divider, which is only as stiff as the adjusting spring.

The quadrant is fastened by an improved method.

A common pencil fits in either socketed leg, while an auxiliary holder fits the reversed end of either short point for an extension. The head, with short point, is 8 inches long, may be extended 2 inches more; will caliper 10 inches outside and $12\frac{1}{2}$ inches inside. With short points it will scribe a 24-inch circle and with long points a 30-inch circle.

- No. 90B, set complete\$4.80

Drill Blocks and Clamp

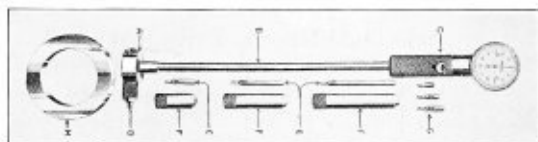
These drill blocks and clamps are of cast iron material, sufficiently strong to stand any work they may be subjected to. The blocks are $1\frac{1}{2}$ inches square and 2 inches long, and are furnished in pairs.

The clamp will hold a round piece up to $1\frac{1}{2}$ inches diameter firmly in the groove of the blocks for prick punching, drilling or laying out a series of holes before and while being drilled.



- No. 268A—Two Drill Blocks\$1.25
- No. 268B—Clamp60
- No. 268C—Set complete 1.85

Federal Cylinder Gauge



(Model A)

A direct reading gauge for measuring cylinders and checking for taper. Indispensable for the regrinding shop. Range $2\frac{1}{2}$ -6 inches.

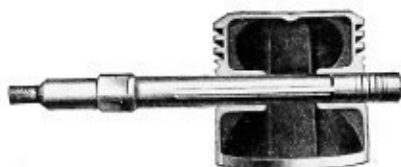
Made in other models, two being listed. Complete descriptive literature will be sent on request.

- Model A\$60.00
- Model M—Ford Special 20.00
- Model J—One-inch range, any size 27.50



HAND TOOLS—Continued

Piston Reamers



Adjust like a Micrometer

Quick and accurate for piston work. Blades can be expanded or contracted by an adjusting screw, just like a micrometer. Reams both holes at the same time. Sold individually or in sets. For general work we recommend the FJ-5 Set of 5 reamers—.665, 11/16, 3/4, 13/16, 15/16. Set complete in wood box with individual compartments.

No. FJ-5 Set\$76.75

Individual Reamer Price List

Range of Adjustment		Large Diameter	Length of Blade	Price of Blades per Set	Price of Reamer
Nominal Size	Small Diameter				
5/8	3/4-.010	3/4+.005	3	\$2.25	\$14.75
.665	.665-.010	11/16+.015	3	2.25	14.75
3/4	3/4-.010	3/4+.005	4	2.25	14.75
8/8	3/4-.015	3/4+.005	4	2.25	14.75
13/16	13/16-.010	13/16+.010	4	2.40	15.50
.845	.845-.010	.892+.010	4	2.50	16.50
7/8	7/8-.010	7/8+.010	4	2.50	16.50
15/16	15/16-.010	15/16+.010	4	2.60	17.00
1	1-.010	1 1/8+.018	4 1/4	2.70	17.50
1 1/8	1 1/8-.010	1 1/8+.018	4 1/4	2.80	18.00
1 1/4	1 1/4-.010	1 1/4+.018	4 1/4	2.90	18.50
1 1/2	1 1/2-.010	1 1/2+.018	4 1/4	3.00	19.00
1 3/4	1 3/4-.010	1 3/4+.018	4 1/4	3.10	19.50

Wrench\$2.25

General Purpose Reamers



Adjust like a Micrometer

Supplied singly or in a set of eight popular numbers, set of 5/8, 11/16, 3/4, 13/16, 1-1/16, 1-1/8, 1-3/16 and 1 1/2. Is complete in wood box.

No. K-8, Set\$73.00

Individual Reamer Price List

Nominal Size	Small Diameter	Large Diameter	Length of Blades	Length Over All	No. of Blades	Price of Blades per Set	Price of Reamer
5/8	3/4-.010	3/4+.010	2 1/4	7 1/4	4	\$1.40	\$ 7.75
11/16	3/4+.010	11/16+.010	2 1/4	7 1/2	4	1.40	7.75
3/4	3/4-.010	3/4+.015	2 1/4	8	4	1.40	7.75
13/16	13/16-.010	13/16+.015	2 1/4	8	4	1.40	7.75
7/8	7/8-.010	7/8+.015	2 1/4	9	6	2.10	8.25
15/16	15/16-.010	15/16+.015	2 1/4	9	6	2.10	8.75
1	1-.010	1+.015	3	10	6	2.40	9.25
1 1/8	1 1/8-.010	1 1/8+.015	3	10	6	2.40	9.75
1 1/4	1 1/4-.010	1 1/4+.015	3	10	6	2.40	10.25
1 1/2	1 1/2-.010	1 1/2+.015	3	10 1/2	6	2.40	10.75
1 3/4	1 3/4-.010	1 3/4+.015	3 1/4	11	6	2.70	12.00
1 7/8	1 7/8-.010	1 7/8+.015	3 1/4	11 1/2	6	2.70	12.75

Wrench\$2.25

Critchley Reamer Sets



*Set No. 7619 contains 7 Genuine Critchley Six 6-blade reamers, Nos. 19 to 25, expanding from 27/64 to 13/16".
 No. 7619, Set complete.....\$32.50
 *Set No. 10619 contains 10 Genuine Critchley Six 6-blade reamers, Nos. 19 to 28, expanding from 27/64 to 1-1/8".
 No. 10619, Set complete.....\$48.50
 *Sets contain No. 19 Buick Rocker Arm Reamer.

Genuine Critchley Six-Blade Expanding Reamers



No.	Expansion, Inches	Price, Each
*19	27/64 to 21/64	\$ 4.50
20	1/2 to 1/2	4.50
21	1/2 to 1/2	4.50
22	1/2 to 1/2	4.50
23	1/2 to 1/2	4.75
24	1/2 to 1/2	4.75
25	1/2 to 1/2	5.00
26	1/2 to 1/2	5.00
27	1/2 to 1/2	5.50
28	1/2 to 1/2	5.80
29	1 1/8 to 1 1/8	7.00
30	1 1/8 to 1 1/8	8.00
31	1 1/8 to 1 1/8	10.00
32	1 1/8 to 1 1/8	11.50
33	1 1/8 to 2 1/8	15.00

*No. 19 Buick Rocker Arm Reamer.

Critchley Expansion Aligning Reamers With Expansion Pilots



No.	Expansion		Piston Dia.		Distance Between Bores	Price Each
	Min.	Max.	Min.	Max.		
55	1/2	3/4	2	3 1/4	1 1/2	\$ 8.00
56	1/2	3/4	2	3 1/2	1 1/2	8.00
*57	1/2	3/4	2	4	2 1/4	8.00
58	1/2	3/4	2	4 1/2	2 1/4	9.00
59	1/2	3/4	2	4 1/2	2 1/4	9.50
60	1/2	3/4	2	4 1/2	2 1/4	10.00
61	1/2	3/4	2	4 1/2	2 1/4	11.00
62	1 1/8	1 1/8	2	4 1/2	2 1/4	12.00
63	1 1/8	1 1/8	2	4 1/2	2 1/4	12.50
64	1 1/8	1 1/8	2	4 1/2	2 1/4	15.00
65	1 1/8	1 1/8	2	4 1/2	2 1/4	16.50
66	1 1/8	1 1/8	2	4 1/2	2 1/4	18.00
67	1 1/8	1 1/8	2	4 1/2	2 1/4	19.50
68	1 1/8	1 1/8	2	4 1/2	2 1/4	21.00

*No. 57 fits piston pin bushings for Ford cars.



HAND TOOLS—Continued

Expansion Reamers



No. 100—Specify both number and size in ordering

Diam. Inches	Price Each	Length Over All Inches	Length Flute Inches	Diam. Inches	Price Each	Length Over All Inches	Length Flute Inches
1/4	\$3.00	3 3/4	1 1/4	1 1/4	\$5.25	7 1/2	3 1/2
5/16	3.05	4	1 1/4	1 1/2	5.50	7 1/2	3 3/4
3/8	3.10	4 1/4	1 3/4	1 3/4	5.75	7 1/2	3 3/4
7/16	3.15	4 1/2	1 3/4	1 3/4	6.00	7 1/2	3 3/4
1/2	3.20	4 3/4	1 3/4	1 3/4	6.25	7 1/2	3 3/4
5/8	3.25	4 3/4	1 3/4	1 3/4	6.50	8 1/2	3 3/4
3/4	3.30	4 3/4	1 3/4	1 3/4	6.75	8 1/2	3 3/4
7/8	3.35	5	1 3/4	1 3/4	7.25	8 1/2	4
1	3.40	5 1/2	1 3/4	1 3/4	7.75	9	4 1/4
1 1/16	3.50	5 1/2	2 1/4	1 3/4	8.30	9 1/4	4 1/4
1 1/8	3.55	5 3/4	2 1/4	1 3/4	8.90	9 1/4	4 1/4
1 1/4	3.60	6	2 1/4	1 3/4	9.50	10 1/4	4 1/4
1 1/2	4.00	6 1/4	2 1/4	1 3/4	10.50	10 1/4	4 1/4
1 3/4	4.20	6 1/4	2 1/4	1 3/4	11.50	10 1/4	4 1/4
2	4.40	6 1/4	2 1/4	1 3/4	12.50	11 1/4	4 1/4
2 1/8	4.60	6 3/4	2 1/4				
2 1/4	4.80	6 3/4	2 1/4				
2 1/2	5.00	7	3 1/4				

Sizes larger than 1 1/4 inch, prices quoted on application.

Straight Fluted Hand Reamers



No. 102—Specify both number and size in ordering

Diam. Inches	Length Over All, Inches	Length Flute, Inches	Price Each
1/4	3	1 1/2	\$1.00
5/16	3 1/4	1 3/4	1.10
3/8	3 1/2	1 3/4	1.20
7/16	3 3/4	1 3/4	1.30
1/2	4	2	1.40
5/8	4 1/4	2 1/4	1.45
3/4	4 1/2	2 1/4	1.50
7/8	4 3/4	2 3/4	1.55
1	5	2 3/4	1.60
1 1/16	5 1/4	2 3/4	1.70
1 1/8	5 1/2	2 3/4	1.75
1 1/4	5 3/4	2 3/4	1.85
1 1/2	6	3	1.90
1 3/4	6 1/4	3 1/4	1.95
2	6 1/2	3 1/4	2.00
2 1/8	6 3/4	3 3/4	2.10
2 1/4	7	3 3/4	2.20
2 1/2	7 1/4	3 3/4	2.30
2 3/4	7 1/2	3 3/4	2.40
3	8 1/4	4 1/4	2.50
3 1/8	8 3/4	4 1/4	2.60
3 1/4	8 1/2	4 1/4	2.70
3 1/2	9 1/4	4 1/4	2.80
3 3/4	9 1/2	4 1/4	2.95
4	9 3/4	4 1/4	3.10
4 1/8	10 1/4	5 3/4	3.25
4 1/4	10 1/2	5 3/4	3.40
4 1/2	10 3/4	5 3/4	3.55
4 3/4	10 3/4	5 3/4	3.70
5	11 1/4	5 3/4	4.15
5 1/8	11 1/2	5 3/4	4.30
5 1/4	12	6	4.60
5 1/2	12 1/4	6 1/4	4.90
5 3/4	12 1/2	6 1/4	5.20
6	12 3/4	6 1/4	5.60
6 1/8	13	6 1/4	6.40

Sizes larger than 1 1/2, prices quoted on application.

Spiral Fluted Taper Reamers



Square shank. Each reamer is approximately 1/32 inch larger at the largest cutting diameter than the nominal size. The point of each reamer will enter the hole reamed by next smaller size. Specify style of shank.

Order No.	Size Inches	Full Length Inches	Length of Flute Inches	Price Each
465		3 1/4	1 1/4	\$0.60
465	1/4	4 1/4	1 1/4	.60
465	5/16	4 1/4	2 1/4	.55
465	3/8	4 1/4	2 1/4	.70
465	7/16	4 1/4	2 1/4	.75
465	1/2	5 1/4	2 1/4	.80
465	5/8	5 1/4	2 1/4	.95
465	3/4	5 1/4	2 1/4	1.10
465	7/8	6 1/4	2 1/4	1.25
465	1	6 1/4	2 1/4	1.50
465	1 1/8	6 1/4	3 1/4	1.75
465	1 1/4	6 1/4	3 1/4	2.00
465	1 1/2	7	3 3/4	2.25
465	1 3/4	7	3 3/4	2.85

Spiral Fluted Taper-Pin Reamers



Order No.	Size No.	Diameter at Small End	Length of Flute Inches	Total Length Inches	Fract. Diameter Inches	Price Each
405	0	.135	1 1/4	2 1/2	1/16	\$1.20
405	1	.146	1 1/4	2 1/4	1/8	1.20
405	2	.162	1 1/4	3 1/4	1/4	1.50
405	3	.183	2 1/4	3 1/4	3/8	1.80
405	4	.208	2 1/4	3 1/4	1/2	2.10
405	5	.240	2 1/4	4 1/4	5/8	2.40
405	6	.279	3 1/4	5 1/4	3/4	2.70
405	7	.321	4 1/4	6 1/4	7/8	3.00
405	8	.3983	4 1/4	7 1/4	1 1/8	3.60
405	9	.4816	6 1/4	8 1/4	1 1/4	4.20
405	10	.5810	7	9 1/2	1 1/2	5.40

Diameter is taken at small end.
Each Reamer made to overlap about 1/4 inch the size smaller.

SPECIAL REAMERS FOR FORDS

Reamers for Ford Cam-Shafts



This Reamer is designed to ream the three bearings of the cam-shaft at one operation and by this means secure perfect alignment of these bearings. It will take care of cam-shaft bushing, reaming and aligning trouble.

No. 3042-3-4, each.....\$12.00

Reamers for Ford Crank-Shafts



For reaming and aligning crank-shaft bearings. This is a tool that every repair garage should have on hand.

No. 3031-2-3, each.....\$18.00

OTHER SPECIAL REAMERS FOR FORDS

No. 3022	Expansion Pilot Expanding Reamer for Piston Pin Bushings.....	\$10.70
No. 5105-06P	For Starter Shaft Bushings.....	8.00
No. 3074P	For Fan Pulley Bushings.....	5.00
No. 3052BP	Pilot Valve Stem Bearings.....	2.70
No. 3020BC	332TB With Pilot for Driver Stem Bushings and Driving Plate Bushings.....	10.00



HAND TOOLS—Continued

Pilot Reamers for Ford Cars

Pilot Reamers are high-grade tools and intended for the mechanic who desires to do the job according to mechanical ideas and do it right.

In every instance where two or more bushings are in line and carry the same shaft, the only true mechanical way of replacing and fitting the same is by the use of a Pilot Reamer, which reams the bushings in alignment.

Spindle and Spindle Arm Bushing Reamer With Pilot



No. 2713-14P, with pilot, each.....\$ 2.70
No. 3042-3-4P, with pilot..... 16.00

Push Rod Bearing, 1/64 Oversize Reamer With Pilot



No. 3058, each.....\$4.75

Piston Pin Bushing Reamer With Pilot



No. 3022, each.....\$5.00

Hand Reamers for Other Ford Bushings

2517	Differential Case Bushing.....	\$5.00
2525-B	Differential Pinion Bushing.....	2.25
2527	Differential Spider Bushing.....	3.75
2540	D. S. Housing, Front Bushing.....	3.75
2559	Hub Cam Shaft.....	1.90
2559-X	Hub Cam Shaft Bushing (extra long reamer).....	2.50
2713-14	Spindle Body and Arm Bushing.....	2.25
3022	Piston Pin Bushing.....	2.50
3024-X	Connecting Rod Lower Bushing.....	5.00
3042-43	Camshaft Combination.....	2.75
41-3545		
3052-B	Valve Stem Bearing 1916, 1/64 oversize	2.50
3058-B	Push Rod Bushing 1916, 1/64 oversize	2.50
3304	Transmission Reverse.....	12.00
3309	Transmission Slow Speed Gear Bushing	7.50
3314	Transmission Triple Gear Flanged Bushing.....	2.50
3320BC	Transmission Sleeve and Plate.....	6.00
3327B		
3327-B	Transmission Driving Plate Bushing...	3.25
3521	Steering Gear Pinion Shaft Bushing...	1.75
3320-B-C	Transmission Driven Sleeve Bushings..	5.50
3521	Steering Gear Pinion Shaft Bushing	2.50
3059		
3820	Front Spring Perch Bushing.....	2.50
3844	Rear Spring Perch Bushing.....	2.50
3974	Fan Driver Pulley (new).....	2.25
3974	Fan Driver Pulley (old).....	2.00
5105	Starter Motor, Front.....	2.50
5106	Starter Motor, Rear.....	2.00

(Numbers in braces indicate one Reamer for both bushings.)

Keystone Expansion Reamers



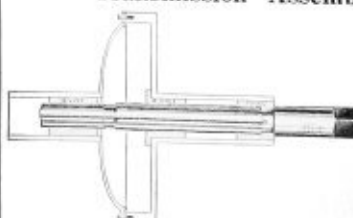
Especially Designed for Ford Cars

Expansion Reamers have the advantage over solid Reamers of being adjustable as to size. They are finished very close to size and can be adjusted to about .006 to .015 of an inch larger. They should be set to the correct size before using.

2559-XE	Hub Cam Shaft Bushing, long.....	\$ 5.75
2713	Spindle Body (Pilot).....	5.00
2714	Spindle Arm.....	4.05
3022-E	Piston Pin Bushing.....	7.50
3042-E	Cam Shaft Front Bearing Bushing.....	7.50
3043-E		
3044-E	Cam Shaft Center Bearing Bushing.....	7.50
3044-E	Cam Shaft Rear Bearing Bushing.....	7.50
3545-E	Steering Post Bracket Bushing.....	7.50
3521-E	Steering Gear Pinion Shaft Bushing.....	6.75
3059		
3304-E	Transmission Reverse Gear Bushing.....	29.25
3309	Transmission Slow-Speed Gear Bushing.....	21.00
3314-E	Transmission Triple Gear Flanged Bushing.....	7.25
3320-B-C-E	Transmission Driven Sleeve Bushings.....	10.50
2540-E		
3327-BE	Transmission Driving Plate Bushing.....	9.50
3820-E	Front Spring Perch Bushing.....	5.50
3844-E	Rear Spring Perch Bushing.....	5.50
3052-B	Valve Stem Bearing, 1916, 1/64 oversize.....	6.00
3058-B	Push Rod Bushing, 1916, 1/64 oversize.....	6.75
No. 3024-X	Connecting Rod Lower Bushing.....	\$13.50
No. 2527-E	Differential Spider Bushing.....	10.25
No. 2517-E	Differential Case Bushing.....	19.50
No. 2525-BE	Differential Pinion Bushing.....	6.00
No. 3974-N	Fan Shaft (Long Pilots).....	8.90
No. 3974-O	Fan Shaft.....	3.80

*IMPORTANT NOTE: Numbers grouped in braces are covered in each case by a single KEYSTONE Reamer. Orders for any of these numbers will be filled with the combination reamer covering that group. This is a saving to the user of from 50 to 80 per cent. over the old system of having a reamer for each bushing.

Transmission Assembly Reamer



This Reamer is designed to ream in alignment the bushings Nos. 3320B, 3320C and 3327B in the transmission assembly. A shoulder on the shank acts as a stop, preventing it from entering too far and causing injury to the bushing.

Reamer No. 3320-B-C-3327B in operation



HAND TOOLS—Continued

No. 9 Ford Expansion Reamer Set

In Hardwood Case



Consists of nine Expansion Reamers, designed to take care of seventeen bushings.

Number		Number	
2527	Differential Spider	2540	D. S. Housing Front
2559X	Hub Cam Shaft	3320-B-C	Transmission Driv-
30224	Piston Pin		on Sleeve
3042	Cam Shaft Front,	3327-B	Transmission Driving
3043	Center and Rear		Plate
3044	Bearing and Steering	3820	Front and Rear
3044	ing Post Bracket	3844	Spring Perch
3545	Bushings	33144	Transmission Triple
3521	Push Rod and Steering		Gear
30594	Gear Pinion Shaft		
	Bushings		

*Numbers in brackets are covered by one Keystone Reamer of special exclusive design.

No. 9, per set.....\$63.00

Ford Solid Reamer Set No. 8

2550-X	3320-B-C	3042
2713-14	3820	3043
30224	3844	3044
3052-B	33144	3545

Straight flutes. Set of 8 reamers in box 2½x6½x18 inches. Weight 12 lbs.

No. 8, per set.....\$23.00

Ford Solid Reamer Set No. 7 Motor

30224-P	3031-2-3-P
3052-B-P	3042-3-4-P
3058-B-P	617-1

Straight flutes. Set of 7 reamers in box 4½x8x33 inches. Weight 30 lbs.

No. 7, per set.....\$59.00

Ford Transmission Reamer Set

In Hardwood Box for Garages



3320-B-C	
3327-B	
3309	
3304	
33144	

No. 12, set..\$32.00

Ford Set No. 13

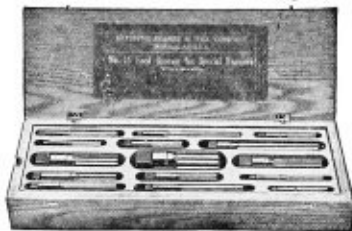
Seven Reamers Covering 12 Bushings

2713-14	3042	2559X
30224	3043	33144
3820	3044	3052-B
3844	3545	

No. 13, per set.....\$18.00

No. 15, Ford Reamer Set

In Hardwood Box for Garages



Ford Set No. 15

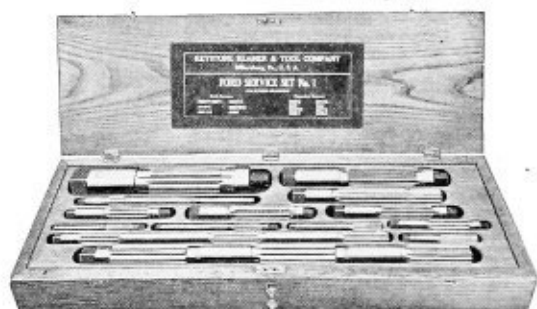
Thirteen reamers covering 20 bushings, taking care of every bushing that needs replacement.

2713-14-P	(With Pilot) Spindle.
3521	Steering Gear Shaft.
3309	Transmission Slow Speed.
3820	Front and Rear Spring Perch.
3844	
3052-B	Valve Stem, oversize.
3058-B	Push Rod, oversize.
3320-B-C	Transmission Driven Sleeve.
3311	Transmission Driving Plate.
3327-B	
2559X	Hub Cam Shaft
3042	Cam Shaft Front, Center and Rear.
3043	Bearing and Steering Post.
3044	Bracket Bushings.
3545	
30224-P	Piston Pin (with pilot).
33144	Transmission Triple Gear.
3304	Transmission Reverse Gear.
1076	Universal Joint Ford Truck.

No. 15, per set.....\$60.00

Ford Reamer Set

In Hardwood Box for Garages



Ford Service Set No. IX

14 Expansion and 2 Solid Aligning Reamers.		
2550-X-P	3052-B-P	{ 3320-B-C 1 2540
2713-P	3058-B-P	
30224	3304	3327-B
3024-X	3309	3521
{ 3042-43-44	3314	{ 3820-44 2 2714
{ 3545		
3031-2-3-P	3042-3-4-P	

Straight flutes. Set of 16 reamers in box 4½x12x33 inches. Weight 56 lbs.

No. IX, per set.....\$160.00

NOTE

All individual reamers shown on two preceding pages have straight flutes unless otherwise specified. Spiral flutes can be supplied on factory shipments only.



HAND TOOLS—Continued

Spiral Fluted Taper-Pin Reamers



These reamers are very useful for quick repair work and breakdowns on the road. Jammed and worn pin holes can be reamed smooth or to take next size larger pin. In handsome and substantial leather case, size closed 5 inches by 2 inches; weight 4 ounces. Six sizes Spiral Fluted Taper-Pin Reamers, Nos. 0, 1, 2, 3, 4 and 5. Taper $\frac{1}{4}$ inch per foot.

No. 1423, in genuine leather case, per set.....\$11.25
No. 1420, in wooden case, per set..... 11.25

Taper Pin Reamer Set



No. 1421, 11 sizes, 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, in hardwood case, per set.....\$26.50

"EZY-OUT" Screw Extractors



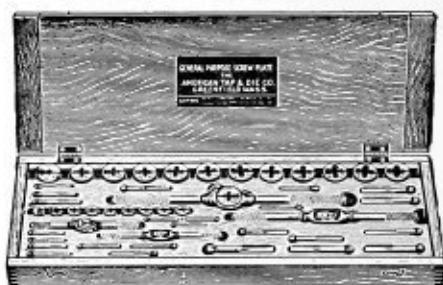
The only tool designed expressly for the removal of broken set and cap screws, studs, staybolts, pipe fittings, etc.

No. 15 Set—Includes EZY-OUT Extractors Nos. 1, 2, 3, 4 and 5.....\$2.25

No. 17 Set—Utility Set, for all-around use by machine shops, auto repair shops, service stations, etc. Including EZY-OUT Extractors Nos. 4, 5 and 6..... 1.75

General Purpose Screw Plates

"Adamantine"—Three Screw Plates in One



This is the most complete and useful set ever offered. It contains all regular Machine Screw sizes from number two to number eighteen. U. S. Standard sizes from $\frac{1}{8}$ to $\frac{1}{2}$ inch. (V Standard Threads furnished if so ordered.) S. A. E. (A. L. A. M.) $\frac{1}{8}$ to $\frac{1}{2}$ inch. Twenty-three sizes in all. There are two Tap Wrenches and two Die Stocks fitting all taps and dies.

Cutting M. S. Sizes, $2^{\frac{1}{2}}$, $3^{\frac{1}{2}}$, $4^{\frac{1}{2}}$, $6^{\frac{1}{2}}$, $8^{\frac{1}{2}}$, $10^{\frac{1}{2}}$, $12^{\frac{1}{2}}$, $14^{\frac{1}{2}}$, $16^{\frac{1}{2}}$, $18^{\frac{1}{2}}$. U. S. Standard, $\frac{1}{8}$, $\frac{1}{4}$, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{5}{8}$, $\frac{3}{4}$, $\frac{7}{8}$, $1^{\frac{1}{8}}$, $1^{\frac{1}{4}}$, $1^{\frac{3}{8}}$, $1^{\frac{1}{2}}$, $1^{\frac{3}{4}}$, $2^{\frac{1}{8}}$, $2^{\frac{1}{4}}$, $2^{\frac{3}{8}}$, $2^{\frac{1}{2}}$, $3^{\frac{1}{8}}$, $3^{\frac{1}{4}}$, $3^{\frac{3}{8}}$, $3^{\frac{1}{2}}$, $3^{\frac{3}{4}}$, $4^{\frac{1}{8}}$, $4^{\frac{1}{4}}$, $4^{\frac{3}{8}}$, $4^{\frac{1}{2}}$, $4^{\frac{3}{4}}$, $5^{\frac{1}{8}}$, $5^{\frac{1}{4}}$, $5^{\frac{3}{8}}$, $5^{\frac{1}{2}}$, $5^{\frac{3}{4}}$, $6^{\frac{1}{8}}$, $6^{\frac{1}{4}}$, $6^{\frac{3}{8}}$, $6^{\frac{1}{2}}$, $6^{\frac{3}{4}}$, $7^{\frac{1}{8}}$, $7^{\frac{1}{4}}$, $7^{\frac{3}{8}}$, $7^{\frac{1}{2}}$, $7^{\frac{3}{4}}$, $8^{\frac{1}{8}}$, $8^{\frac{1}{4}}$, $8^{\frac{3}{8}}$, $8^{\frac{1}{2}}$, $8^{\frac{3}{4}}$, $9^{\frac{1}{8}}$, $9^{\frac{1}{4}}$, $9^{\frac{3}{8}}$, $9^{\frac{1}{2}}$, $9^{\frac{3}{4}}$, $10^{\frac{1}{8}}$, $10^{\frac{1}{4}}$, $10^{\frac{3}{8}}$, $10^{\frac{1}{2}}$, $10^{\frac{3}{4}}$, $11^{\frac{1}{8}}$, $11^{\frac{1}{4}}$, $11^{\frac{3}{8}}$, $11^{\frac{1}{2}}$, $11^{\frac{3}{4}}$, $12^{\frac{1}{8}}$, $12^{\frac{1}{4}}$, $12^{\frac{3}{8}}$, $12^{\frac{1}{2}}$, $12^{\frac{3}{4}}$, $13^{\frac{1}{8}}$, $13^{\frac{1}{4}}$, $13^{\frac{3}{8}}$, $13^{\frac{1}{2}}$, $13^{\frac{3}{4}}$, $14^{\frac{1}{8}}$, $14^{\frac{1}{4}}$, $14^{\frac{3}{8}}$, $14^{\frac{1}{2}}$, $14^{\frac{3}{4}}$, $15^{\frac{1}{8}}$, $15^{\frac{1}{4}}$, $15^{\frac{3}{8}}$, $15^{\frac{1}{2}}$, $15^{\frac{3}{4}}$, $16^{\frac{1}{8}}$, $16^{\frac{1}{4}}$, $16^{\frac{3}{8}}$, $16^{\frac{1}{2}}$, $16^{\frac{3}{4}}$, $17^{\frac{1}{8}}$, $17^{\frac{1}{4}}$, $17^{\frac{3}{8}}$, $17^{\frac{1}{2}}$, $17^{\frac{3}{4}}$, $18^{\frac{1}{8}}$, $18^{\frac{1}{4}}$, $18^{\frac{3}{8}}$, $18^{\frac{1}{2}}$, $18^{\frac{3}{4}}$.

No. 223, Combination set.....\$42.00

Ford-Button Die Screw Plates



Sizes: 6-32, 10-24, 10-32, 12-24, 14-24, $\frac{1}{8}$ -32, $\frac{1}{4}$ -20, $\frac{3}{8}$ -18, $\frac{1}{2}$ -16, $\frac{3}{4}$ -16, $1^{\frac{1}{8}}$ -16, $1^{\frac{1}{4}}$ -16, $1^{\frac{3}{8}}$ -16, $1^{\frac{1}{2}}$ -16, $1^{\frac{3}{4}}$ -16, $2^{\frac{1}{8}}$ -16, $2^{\frac{1}{4}}$ -16, $2^{\frac{3}{8}}$ -16, $2^{\frac{1}{2}}$ -16, $2^{\frac{3}{4}}$ -16, $3^{\frac{1}{8}}$ -16, $3^{\frac{1}{4}}$ -16, $3^{\frac{3}{8}}$ -16, $3^{\frac{1}{2}}$ -16, $3^{\frac{3}{4}}$ -16, $4^{\frac{1}{8}}$ -16, $4^{\frac{1}{4}}$ -16, $4^{\frac{3}{8}}$ -16, $4^{\frac{1}{2}}$ -16, $4^{\frac{3}{4}}$ -16, $5^{\frac{1}{8}}$ -16, $5^{\frac{1}{4}}$ -16, $5^{\frac{3}{8}}$ -16, $5^{\frac{1}{2}}$ -16, $5^{\frac{3}{4}}$ -16, $6^{\frac{1}{8}}$ -16, $6^{\frac{1}{4}}$ -16, $6^{\frac{3}{8}}$ -16, $6^{\frac{1}{2}}$ -16, $6^{\frac{3}{4}}$ -16, $7^{\frac{1}{8}}$ -16, $7^{\frac{1}{4}}$ -16, $7^{\frac{3}{8}}$ -16, $7^{\frac{1}{2}}$ -16, $7^{\frac{3}{4}}$ -16, $8^{\frac{1}{8}}$ -16, $8^{\frac{1}{4}}$ -16, 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$57^{\frac{3}{4}}$ -16, $58^{\frac{1}{8}}$ -16, $58^{\frac{1}{4}}$ -16, $58^{\frac{3}{8}}$ -16, $58^{\frac{1}{2}}$ -16, $58^{\frac{3}{4}}$ -16, $59^{\frac{1}{8}}$ -16, $59^{\frac{1}{4}}$ -16, $59^{\frac{3}{8}}$ -16, $59^{\frac{1}{2}}$ -16, $59^{\frac{3}{4}}$ -16, $60^{\frac{1}{8}}$ -16, $60^{\frac{1}{4}}$ -16, $60^{\frac{3}{8}}$ -16, $60^{\frac{1}{2}}$ -16, $60^{\frac{3}{4}}$ -16, $61^{\frac{1}{8}}$ -16, $61^{\frac{1}{4}}$ -16, $61^{\frac{3}{8}}$ -16, $61^{\frac{1}{2}}$ -16, $61^{\frac{3}{4}}$ -16, $62^{\frac{1}{8}}$ -16, $62^{\frac{1}{4}}$ -16, $62^{\frac{3}{8}}$ -16, $62^{\frac{1}{2}}$ -16, $62^{\frac{3}{4}}$ -16, $63^{\frac{1}{8}}$ -16, $63^{\frac{1}{4}}$ -16, $63^{\frac{3}{8}}$ -16, $63^{\frac{1}{2}}$ -16, $63^{\frac{3}{4}}$ -16, $64^{\frac{1}{8}}$ -16, $64^{\frac{1}{4}}$ -16, $64^{\frac{3}{8}}$ -16, $64^{\frac{1}{2}}$ -16, $64^{\frac{3}{4}}$ -16, $65^{\frac{1}{8}}$ -16, $65^{\frac{1}{4}}$ -16, $65^{\frac{3}{8}}$ -16, $65^{\frac{1}{2}}$ -16, $65^{\frac{3}{4}}$ -16, 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$74^{\frac{1}{4}}$ -16, $74^{\frac{3}{8}}$ -16, $74^{\frac{1}{2}}$ -16, $74^{\frac{3}{4}}$ -16, $75^{\frac{1}{8}}$ -16, $75^{\frac{1}{4}}$ -16, $75^{\frac{3}{8}}$ -16, $75^{\frac{1}{2}}$ -16, $75^{\frac{3}{4}}$ -16, $76^{\frac{1}{8}}$ -16, $76^{\frac{1}{4}}$ -16, $76^{\frac{3}{8}}$ -16, $76^{\frac{1}{2}}$ -16, $76^{\frac{3}{4}}$ -16, $77^{\frac{1}{8}}$ -16, $77^{\frac{1}{4}}$ -16, $77^{\frac{3}{8}}$ -16, $77^{\frac{1}{2}}$ -16, $77^{\frac{3}{4}}$ -16, $78^{\frac{1}{8}}$ -16, $78^{\frac{1}{4}}$ -16, $78^{\frac{3}{8}}$ -16, $78^{\frac{1}{2}}$ -16, $78^{\frac{3}{4}}$ -16, $79^{\frac{1}{8}}$ -16, $79^{\frac{1}{4}}$ -16, $79^{\frac{3}{8}}$ -16, $79^{\frac{1}{2}}$ -16, $79^{\frac{3}{4}}$ -16, $80^{\frac{1}{8}}$ -16, $80^{\frac{1}{4}}$ -16, $80^{\frac{3}{8}}$ -16, $80^{\frac{1}{2}}$ -16, $80^{\frac{3}{4}}$ -16, $81^{\frac{1}{8}}$ -16, $81^{\frac{1}{4}}$ -16, $81^{\frac{3}{8}}$ -16, $81^{\frac{1}{2}}$ -16, $81^{\frac{3}{4}}$ -16, $82^{\frac{1}{8}}$ -16, $82^{\frac{1}{4}}$ -16, $82^{\frac{3}{8}}$ -16, $82^{\frac{1}{2}}$ -16, $82^{\frac{3}{4}}$ -16, $83^{\frac{1}{8}}$ -16, $83^{\frac{1}{4}}$ -16, $83^{\frac{3}{8}}$ -16, $83^{\frac{1}{2}}$ -16, $83^{\frac{3}{4}}$ -16, $84^{\frac{1}{8}}$ -16, $84^{\frac{1}{4}}$ -16, $84^{\frac{3}{8}}$ -16, $84^{\frac{1}{2}}$ -16, $84^{\frac{3}{4}}$ -16, $85^{\frac{1}{8}}$ -16, $85^{\frac{1}{4}}$ -16, $85^{\frac{3}{8}}$ -16, $85^{\frac{1}{2}}$ -16, $85^{\frac{3}{4}}$ -16, $86^{\frac{1}{8}}$ -16, $86^{\frac{1}{4}}$ -16, $86^{\frac{3}{8}}$ -16, $86^{\frac{1}{2}}$ -16, $86^{\frac{3}{4}}$ -16, $87^{\frac{1}{8}}$ -16, $87^{\frac{1}{4}}$ -16, $87^{\frac{3}{8}}$ -16, $87^{\frac{1}{2}}$ -16, $87^{\frac{3}{4}}$ -16, $88^{\frac{1}{8}}$ -16, $88^{\frac{1}{4}}$ -16, $88^{\frac{3}{8}}$ -16, $88^{\frac{1}{2}}$ -16, $88^{\frac{3}{4}}$ -16, $89^{\frac{1}{8}}$ -16, $89^{\frac{1}{4}}$ -16, $89^{\frac{3}{8}}$ -16, $89^{\frac{1}{2}}$ -16, $89^{\frac{3}{4}}$ -16, $90^{\frac{1}{8}}$ -16, $90^{\frac{1}{4}}$ -16, $90^{\frac{3}{8}}$ -16, $90^{\frac{1}{2}}$ -16, $90^{\frac{3}{4}}$ -16, $91^{\frac{1}{8}}$ -16, $91^{\frac{1}{4}}$ -16, $91^{\frac{3}{8}}$ -16, $91^{\frac{1}{2}}$ -16, $91^{\frac{3}{4}}$ -16, $92^{\frac{1}{8}}$ -16, $92^{\frac{1}{4}}$ -16, $92^{\frac{3}{8}}$ -16, $92^{\frac{1}{2}}$ -16, $92^{\frac{3}{4}}$ -16, $93^{\frac{1}{8}}$ -16, $93^{\frac{1}{4}}$ -16, $93^{\frac{3}{8}}$ -16, $93^{\frac{1}{2}}$ -16, $93^{\frac{3}{4}}$ -16, $94^{\frac{1}{8}}$ -16, $94^{\frac{1}{4}}$ -16, $94^{\frac{3}{8}}$ -16, $94^{\frac{1}{2}}$ -16, $94^{\frac{3}{4}}$ -16, $95^{\frac{1}{8}}$ -16, $95^{\frac{1}{4}}$ -16, $95^{\frac{3}{8}}$ -16, $95^{\frac{1}{2}}$ -16, $95^{\frac{3}{4}}$ -16, $96^{\frac{1}{8}}$ -16, $96^{\frac{1}{4}}$ -16, $96^{\frac{3}{8}}$ -16, $96^{\frac{1}{2}}$ -16, $96^{\frac{3}{4}}$ -16, $97^{\frac{1}{8}}$ -16, $97^{\frac{1}{4}}$ -16, $97^{\frac{3}{8}}$ -16, $97^{\frac{1}{2}}$ -16, $97^{\frac{3}{4}}$ -16, $98^{\frac{1}{8}}$ -16, $98^{\frac{1}{4}}$ -16, $98^{\frac{3}{8}}$ -16, $98^{\frac{1}{2}}$ -16, $98^{\frac{3}{4}}$ -16, $99^{\frac{1}{8}}$ -16, $99^{\frac{1}{4}}$ -16, $99^{\frac{3}{8}}$ -16, $99^{\frac{1}{2}}$ -16, $99^{\frac{3}{4}}$ -16, $100^{\frac{1}{8}}$ -16, $100^{\frac{1}{4}}$ -16, $100^{\frac{3}{8}}$ -16, $100^{\frac{1}{2}}$ -16, $100^{\frac{3}{4}}$ -16, $101^{\frac{1}{8}}$ -16, $101^{\frac{1}{4}}$ -16, $101^{\frac{3}{8}}$ -16, $101^{\frac{1}{2}}$ -16, $101^{\frac{3}{4}}$ -16, $102^{\frac{1}{8}}$ -16, $102^{\frac{1}{4}}$ -16, $102^{\$



HAND TOOLS—Continued

Little Giant Combination Screw Plates



Both U. S. Standard and S. A. E. Standard Threads

These combination assortments avoid the expense of buying a separate outfit for each thread standard and the consequent duplication of Stocks and Tap Wrenches.

A Bit Brace Shank is also provided in these assortments for convenience where it is desired to merely run over a slightly battered thread without removing the bolt or screw from its place in the car.

Five sizes: U. S. Std. $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, and S. A. E. Std. $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13. Stock 1 $\frac{1}{2}$ inches long; adjustable tap wrench No. 5 (11 $\frac{1}{2}$ inches long). Weight, 14 pounds.

No. 310, per set.....\$29.25

Eight sizes: U. S. Std. $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, 9/16-12, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10 and S. A. E. Std. $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, 9/16-12, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10. 2 stocks 1 $\frac{1}{2}$ inches long and 23 inches long; 2 adjustable tap wrenches No. 5 (11 $\frac{1}{2}$ inches long) and No. 6 (15 inches long). Weight, 31 pounds.

No. 311, per set.....\$56.00

Ten sizes: U. S. Std. $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, 9/16-12, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10, $\frac{7}{8}$ -9, 1-8 and S. A. E. Std. $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, 9/16-12, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10, $\frac{7}{8}$ -9, 1-8. 2 stocks 1 $\frac{1}{2}$ inches long and 29 inches long; 2 adjustable tap wrenches No. 5 (11 $\frac{1}{2}$ inches long) and No. 7 (19 $\frac{1}{2}$ inches long).

No. 312, per set.....\$79.00

Little Giant Screw Plates



With S. A. E. Threads

These sets contain plug taps unless otherwise specified. "Little Giant" dies in the cutting sizes and with threads per inch as listed.

Set No. 31, five sizes: $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13. Collets 2 inches diameter stock 1 $\frac{1}{2}$ inches long. Tap Wrench No. 5. Weight 8 lbs.

No. 31, per set.....\$18.50

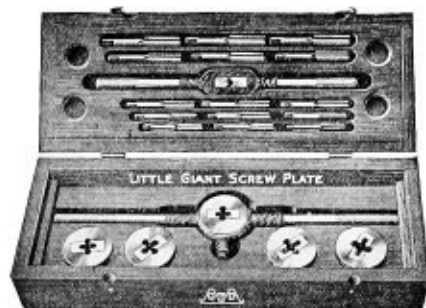
Set No. 35, seven sizes: $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10. Collets 2 $\frac{1}{2}$ inches diameter; stock 23 inches long. Tap Wrench No. 6. Weight 20 lbs.

No. 35, per set.....\$27.50

Set No. 37 $\frac{1}{2}$, nine sizes: $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, 9/16-12, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10, 1-8. Collets 2 $\frac{1}{2}$ inches diameter; stock 26 inches long. Tap Wrench Nos. 5, 7. Weight 30 lbs.

No. 37 $\frac{1}{2}$, per set.....\$44.25

Little Giant Screw Plates



With U. S. S. Threads

These assortments contain taper, plug and bottoming hand taps and "Little Giant" dies in the cutting sizes with threads per inch as listed.

Set No. 101, five sizes: $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13. Collets 2 inches diameter; stock 1 $\frac{1}{2}$ inches long. Tap Wrench No. 5. Weight 9 $\frac{1}{2}$ lbs.

No. 101, per set.....\$22.00

Set No. 105 $\frac{1}{2}$, eight sizes: $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, 9/16-12, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10. Collets 2 $\frac{1}{2}$ inches diameter; stock 23 inches long. Tap Wrench No. 6. Weight 25 lbs.

No. 105 $\frac{1}{2}$, per set.....\$39.75

Set No. 107 $\frac{1}{2}$, ten sizes: $\frac{1}{2}$ -20, 5/16-18, $\frac{3}{8}$ -16, 7/16-14, $\frac{1}{2}$ -13, 9/16-12, $\frac{5}{8}$ -11, $\frac{3}{4}$ -10, $\frac{7}{8}$ -9, 1-8. Collets 2 $\frac{1}{2}$ inches diameter; stock 26 inches long. Tap Wrenches Nos. 5, 7. Weight 35 lbs.

No. 107 $\frac{1}{2}$, per set.....\$54.50

Style O Screw Plates



Each of the assortments listed below contains:

Plug Taps; Dies and Guides $\frac{1}{2}$ -inch outside diameter; Stock, No. 1800 (6 inches long) and "T" Style Tap Wrench.

Machine Screws

No. 153, 7 sizes: 4-36, 6-32, 8-32, 10-24, 12-24, 14-20, 16-18, per set.....\$13.50

Fractional Sizes

No. 152, 7 sizes: $\frac{7}{64}$ -48, $\frac{1}{4}$ -40, $\frac{9}{64}$ -40, $\frac{5}{32}$ -36, $\frac{3}{16}$ -24, $\frac{7}{32}$ -24, $\frac{1}{2}$ -20, per set.....\$13.50



HAND TOOLS—Continued

Round Adjustable Dies No. 382

1-Inch Outside Diameter

$\frac{3}{8}$ -inch thick. U. S. Form thread furnished in both U. S. S. and S. A. E.



U. S. S.	S. A. E.	U. S. S.	S. A. E.
$\frac{1}{8}$ -32	$\frac{1}{8}$ -40	$\frac{3}{8}$ -16	$\frac{3}{8}$ -24
$\frac{1}{4}$ -24	$\frac{1}{4}$ -32	$\frac{1}{2}$ -14	$\frac{1}{2}$ -20
$\frac{3}{8}$ -20	$\frac{3}{8}$ -28		
$\frac{1}{2}$ -18	$\frac{1}{2}$ -24		

No. 382, 1" outside dia., each....\$0.75

Fractional Sizes

1½-Inch Outside Diameter. ½-Inch Thick

U. S. Form thread furnished in both U. S. S. and S. A. E.

U. S. S.	S. A. E.	U. S. S.	S. A. E.
$\frac{1}{8}$ -24	$\frac{1}{8}$ -32	$\frac{1}{4}$ -13	$\frac{1}{4}$ -20
$\frac{1}{4}$ -20	$\frac{1}{4}$ -28	$\frac{3}{8}$ -12	$\frac{3}{8}$ -18
$\frac{3}{8}$ -18	$\frac{3}{8}$ -24	$\frac{1}{2}$ -11	$\frac{1}{2}$ -18
$\frac{1}{2}$ -16	$\frac{1}{2}$ -24		
$\frac{3}{4}$ -14	$\frac{3}{4}$ -20		

No. 382, 1½" outside dia., each..\$1.25



2" Outside Diameter. ¾" Thick



U. S. Form thread furnished in both U. S. S. and S. A. E.

U. S. S.	S. A. E.	U. S. S.	S. A. E.
$\frac{1}{8}$ -20	$\frac{1}{8}$ -28	$\frac{1}{4}$ -13	$\frac{1}{4}$ -20
$\frac{1}{4}$ -18	$\frac{1}{4}$ -24	$\frac{3}{8}$ -12	$\frac{3}{8}$ -18
$\frac{3}{8}$ -16	$\frac{3}{8}$ -24	$\frac{1}{2}$ -11	$\frac{1}{2}$ -18
$\frac{1}{2}$ -14	$\frac{1}{2}$ -20	$\frac{3}{4}$ -10	$\frac{3}{4}$ -16

No. 382, 2" outside dia., each.....\$2.00

Specify diameter of die and thread wanted.

Round Adjustable Pipe Dies No. G44



Cutting Size Pipe, Inches	No. Threads Inch	OUTSIDE DIAMETER		
		1 Inch	1½ Inch	2 Inch
$\frac{3}{8}$	27	\$0.75	\$1.25	\$2.00
$\frac{1}{4}$	18		1.25	2.00
$\frac{3}{4}$	14		1.50	2.00

No. G44—Specify both number and size, also diameter of collet when ordering

Adjustable Dies and Guides

Bolt Sizes



Die and Guide complete



Sectional view showing Hinge Screw at right and Taper Head Screw at left

2 3/16 Diameter United States Form Threads

Order No.	U. S. Inches	S. A. E. Inches	Price Each Retail
G45	$\frac{1}{4}$ -24	$\frac{1}{4}$ -32	\$2.25
G45	$\frac{3}{8}$ -20	$\frac{3}{8}$ -28	2.25
G45	$\frac{1}{2}$ -18	$\frac{1}{2}$ -24	2.25
G45	$\frac{5}{8}$ -16	$\frac{5}{8}$ -24	2.50
G45	$\frac{3}{4}$ -14	$\frac{3}{4}$ -20	2.50
G45	$\frac{7}{8}$ -13	$\frac{7}{8}$ -20	2.50
G45	$\frac{1}{2}$ -12	$\frac{1}{2}$ -18	2.60
G45	$\frac{5}{8}$ -11	$\frac{5}{8}$ -18	2.75
G45	$\frac{3}{4}$ -11	$\frac{3}{4}$ -16	2.90
G45	$\frac{7}{8}$ -10	$\frac{7}{8}$ -16	2.90
G45	$\frac{1}{2}$ -9	$\frac{1}{2}$ -14	3.50
G45	1-8	1-14	4.00

Round Adjustable (Button) Dies



Machine screw sizes—We recommend the adoption of the A. S. M. E. standard. Left hand dies are special.

Sizes and Prices

No.	Screw Gage No.	Number of Threads to the Inch	Outside Diameter Price, Each
			$\frac{1}{8}$ Inch Thick
381	4	36, 40	\$0.60
381	6	32, 36	.60
381	8	32	.60
381	10	24	.60
381	12	24	.60
381	14	20	.60
381	14	24	.60

Rethreading Die for Ford Hubs



The "Hex" Rethreading Die for Ford hub caps is a new item. Putting on a new hub cap may be a long, laborious job with a file—trying to clear up crossed threads—or it may be done in a jiffy—running the "Hex" Die over the hub. Outside measurement of die is $\frac{3}{4}$ inches wide by $\frac{1}{4}$ inch thick.

No. G-648, each.....\$7.00



HAND TOOLS—Continued

Solid Hexagon Rethreading Dies

No. 377

Per Set



- No. 470—Cutting $\frac{1}{2}$ -in. to $\frac{1}{2}$ -in. U.S.S. or S.A.E. set of 5.....\$4.50
- No. 471—Cutting $\frac{1}{2}$ -in. to 1-in. U.S.S. or S.A.E. set of 10.....13.40
- No. 472—Cutting $\frac{1}{2}$ -in. to $\frac{1}{2}$ -in. Combination U.S.S. and S.A.E. set of 5.....9.00
- No. 473—Cutting $\frac{1}{2}$ -in. to $\frac{1}{2}$ -in. Combination U.S.S. and S.A.E. set of 8.....17.80

Cases similar to regular Screw Plate cases.

These dies are used principally for repair work, and for dressing over bruised or rusty threads, and will go into any space that hexagon nuts will go into.

They can be used in bit-brace sockets, ratchet or monkey-wrenches, and will be found convenient in many ways.

United States standard threads recommended and furnished unless otherwise ordered.

Order No.	Size S. A. E. Inches	Size U. S. S. Inches	Size of Die		Price Each
			Across Flats Inches	Thickness Inches	
377	$\frac{1}{4}$ —28	$\frac{1}{4}$ —20	$\frac{1}{4}$	$\frac{1}{4}$	\$0.70
377	$\frac{1}{4}$ —24	$\frac{1}{4}$ —18	$\frac{1}{4}$	$\frac{1}{4}$	.80
377	$\frac{1}{4}$ —20	$\frac{1}{4}$ —16	$\frac{1}{4}$	$\frac{1}{4}$	.90
377	$\frac{1}{4}$ —18	$\frac{1}{4}$ —14	$\frac{1}{4}$	$\frac{1}{4}$	1.00
377	$\frac{1}{4}$ —16	$\frac{1}{4}$ —13	$\frac{1}{4}$	$\frac{1}{4}$	1.10
377	$\frac{1}{4}$ —14	$\frac{1}{4}$ —12	$\frac{1}{4}$	$\frac{1}{4}$	1.20
377	$\frac{1}{4}$ —12	$\frac{1}{4}$ —11	$\frac{1}{4}$	$\frac{1}{4}$	1.40
377	$\frac{1}{4}$ —11	$\frac{1}{4}$ —10	$\frac{1}{4}$	$\frac{1}{4}$	1.60
377	$\frac{1}{4}$ —10	$\frac{1}{4}$ —9	$\frac{1}{4}$	$\frac{1}{4}$	1.80
377	$\frac{1}{4}$ —9	$\frac{1}{4}$ —8	$\frac{1}{4}$	$\frac{1}{4}$	2.10
377	$\frac{1}{4}$ —8	$\frac{1}{4}$ —7	$\frac{1}{4}$	$\frac{1}{4}$	2.40

Little Giant Adjustable Dies



No. G43 Collet—2-inch Diameter

Size	S.A.E.	U.S.S.	Price—2-Inch
$\frac{1}{8}$	32	24	\$1.00
$\frac{1}{4}$	28	20	1.00
$\frac{3}{8}$	24	18	1.00
$\frac{1}{2}$	24	16	1.25
$\frac{3}{4}$	20	14	1.25
1	20	13	1.50

No. G44—Collet—2 $\frac{1}{4}$ -inch Diameter

Size	S.A.E.	U.S.S.	Price—2 $\frac{1}{4}$ -Inch
$\frac{1}{8}$	32	24	\$1.00
$\frac{1}{4}$	28	20	1.00
$\frac{3}{8}$	24	18	1.00
$\frac{1}{2}$	24	16	1.25
$\frac{3}{4}$	20	14	1.25
1	20	13	1.50
$\frac{1}{8}$	18	12	1.50
$\frac{1}{4}$	18	11	1.75
$\frac{3}{8}$	16	11	1.75
$\frac{1}{2}$	16	10	2.00
$\frac{3}{4}$	14	9	2.75
1	14	8	2.75

Specify number and size, also diameter of collet when ordering

Stocks Fitting Round Adjustable Dies



Number	Dia. of Die Inches	Length Over All, Inches	Weight	Price Retail
1851	$\frac{1}{2}$	6 $\frac{1}{2}$	2 ozs.	\$1.00
1852	1	9	5 ozs.	1.25
1853	1 $\frac{1}{2}$	14	1 $\frac{1}{4}$ lbs.	2.00
1857	2	18	1 $\frac{3}{4}$ lbs.	2.50

Single Stocks for Screw Plates



Elastic Stock Used in Lightning and Green River Screw Plate

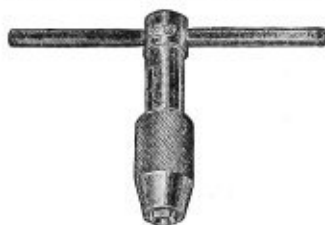
Number	Dia. of Die Inches	Length Over All, Inches	Price Retail
1802	2 $\frac{1}{8}$	18	\$3.00
1803	2 $\frac{3}{8}$	22	3.00

Adjustable Tap and Reamer Wrenches



No.	Capacity (Tap Sizes)			Length Inches	Weight	Price
	Hand Inches	Mach. Screw	Pipe			
00	$\frac{1}{8}$ to $\frac{3}{8}$	0 to 13		5	1 $\frac{1}{2}$ ozs.	\$1.75
0	$\frac{1}{4}$ to $\frac{1}{2}$	0 to 18		7	4 ozs.	2.00
4	$\frac{3}{8}$ to $\frac{3}{4}$	0 to 24		9	7 ozs.	3.00
5	$\frac{1}{2}$ to 1	10 to 30	$\frac{1}{8}$ to $\frac{1}{4}$	11	12 ozs.	3.50
6	$\frac{3}{4}$ to 1 $\frac{1}{4}$	14 to 30	$\frac{1}{4}$ to $\frac{3}{8}$	15	2 lbs.	4.00
7	1 to 1 $\frac{1}{2}$	15 to 30	$\frac{3}{8}$ to $\frac{1}{2}$	19	3 $\frac{1}{2}$ lbs.	5.00
7 $\frac{1}{2}$	$\frac{3}{4}$ to 1 $\frac{3}{4}$	22 to 30	$\frac{1}{2}$ to $\frac{3}{4}$	31	4 $\frac{1}{2}$ lbs.	6.50
8	$\frac{1}{2}$ to 1 $\frac{1}{2}$		$\frac{1}{2}$ to 1	40	8 lbs.	8.00

Adjustable Tap Wrenches



No.	Range	Price Each
329	{ 0-18 Machine Screw Sizes..... 0- $\frac{1}{2}$ Fractional Sizes.....	\$0.50
333	{ 14-30 Machine Screw Sizes..... $\frac{1}{8}$ to $\frac{1}{2}$ Fractional Sizes.....	1.00



HAND TOOLS—Continued

Hand Taps—Machine Relieved



A set consists of one taper, one plug, and bottoming tap. In ordering state the style and number of tap desired and whether U. S. S. or S. A. E.

Size S. A. E. Inches	Size U. S. S. Inches	Price per Set	Price Each
$\frac{1}{8}$ —40	$\frac{1}{8}$ —32	\$1.05	\$0.35
$\frac{1}{4}$ —32	$\frac{1}{4}$ —24	1.20	.40
$\frac{3}{8}$ —24	$\frac{3}{8}$ —20	1.35	.45
$\frac{1}{2}$ —20	$\frac{1}{2}$ —18	1.50	.50
$\frac{5}{8}$ —18	$\frac{5}{8}$ —16	1.65	.55
$\frac{3}{4}$ —16	$\frac{3}{4}$ —14	1.80	.60
$\frac{7}{8}$ —14	$\frac{7}{8}$ —13	2.10	.70
$1\frac{1}{8}$ —12	$1\frac{1}{8}$ —12	2.40	.80
$1\frac{1}{4}$ —11	$1\frac{1}{4}$ —11	2.70	.90
$1\frac{3}{8}$ —11	$1\frac{3}{8}$ —11	3.15	1.05
$1\frac{1}{2}$ —10	$1\frac{1}{2}$ —10	3.60	1.20
$1\frac{3}{4}$ —9	$1\frac{3}{4}$ —9	4.80	1.60
$2\frac{1}{4}$ —8	$2\frac{1}{4}$ —8	6.00	2.00

Taper Pipe Taps



A high grade pipe tap made from selected crucible tool steel. Briggs Standard right hand pipe taps are furnished unless otherwise specified. British (Whitworth) right hand threads furnished at regular prices.

Sizes and Prices

No.	Pipe Size Inches	No. of Threads to Inch Briggs Std.	Length of Thread Inches	Length Over All Inches	Price Taps or Reamers
G46	$\frac{1}{8}$	27	$\frac{3}{4}$	$2\frac{1}{4}$	\$1.00
G46	$\frac{1}{4}$	18	$1\frac{1}{4}$	$2\frac{1}{2}$	1.20
G46	$\frac{3}{8}$	18	$1\frac{1}{4}$	$2\frac{3}{4}$	1.60
G46	$\frac{1}{2}$	14	$1\frac{3}{4}$	$3\frac{1}{2}$	2.00
G46	$\frac{3}{4}$	14	$1\frac{3}{4}$	$3\frac{3}{4}$	2.80
G46	1	$11\frac{1}{2}$	$1\frac{3}{4}$	$3\frac{3}{4}$	4.40

Spark Plug Taps



No. 302, $\frac{1}{8}$ -18 S. A. E., each.....	\$1.60
No. 302, 18 MM., metric, each.....	1.05
No. 302, $\frac{1}{4}$ -14 pipe, each.....	2.00
Per set of three.....	4.65

Machine Screw Taps



Order No.	Gauge No.	No. Threads to Inch Old Standard	Price Each	Price Per Dozen
305	4	36	\$0.40	\$4.80
305	6	32	.35	4.20
305	8	32	.35	4.20
305	10	24	.40	4.80
305	10	32	.40	4.80
305	12	24	.45	5.40
305	14	20	.45	5.40
305	14	24	.45	5.40

Tap and Drill Set



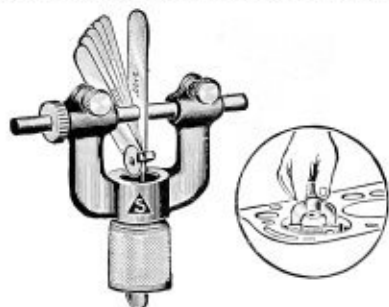
With this set a shopman can now SAFELY replace broken Ford cylinder head bolts without taking off the cylinder head.

The drill guide slips into the hole in cylinder head and guides the drill accurately through center of broken bolt. The tap then clears out the hole for a new bolt of standard size without removing cylinder head.

Complete set with drill guide, drill and special tap.

No. T200, Complete\$1.50

Cylinder Micro-Gauge To Measure Oversizes in Cylinders and Pistons



The combined lengths of fixed pin and adjustable pin equal the diameter of the cylinder to be measured. Therefore, in use, the opening between fixed pin and adjustable pin shows oversize of cylinder. This opening is measured with a "thickness gauge."

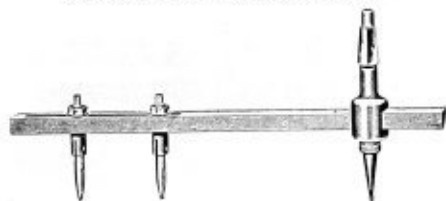
Can also be used to check oversizes; and can measure size of piston with aid of ordinary calipers.

No. T504, Micro-Gauge with ten popular sizes of pins and Thickness Gauge	\$5.00
No. T500, Micro-Gauge with set of pins for any standard size cylinder and Thickness Gauge.....	2.50
No. T501, Micro-Gauge only	1.75
No. T503, Extra Fixed Pins, any size.....	.30
(Specify diameter of cylinder and we'll send correct pins)	



HAND TOOLS—Continued

Gasket and Washer Cutter



This Gasket and Washer Cutter will cut gaskets up to 24 inches outside diameter suitable for large cylinder heads and flange joints down to small size washers. Nickel-plated.

No. 50, each\$3.20

Circle Metal Cutter

This tool is made for cutting circular holes in tin, sheet metal, wood or fiber. It is especially useful for the installation of auto clocks, etc. To be used in an ordinary brace.

The body of the tool is malleable iron, center guide pin of steel and the blades of best tool steel, shaped, ground and tempered for cutting metal.

Adjustment is made by knurled thumb screw and the tool has capacity for cutting circles from 1" to 4" in diameter. Will cut 1" deep.

No. 1406, each\$3.25

Glass Cutters



Light iron handle; cutter head polished; steel cutter wheel, carefully tempered and ground. Each cutter packed in an individual carton.

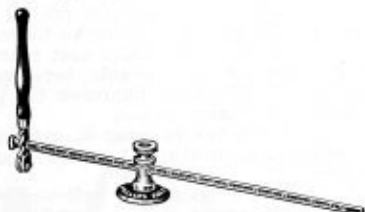
No. 1, each\$0.20



Nickel-plated frame; fancy wood handle. Six highly tempered and perfect cutting steel wheels set in a revolving turret, clamped in place by set screw.

No. 300, each\$0.50

Circular Glass Cutter



This device has removable cutter that can be used as an ordinary glass cutter. The sliding bar is of hexagonal stock and is guaranteed to the sixteenth of an inch.

No. 301, each\$1.50

Three-Square Scrapers



Made of the best file steel and hollow ground, with hard maple handle, stained and polished.

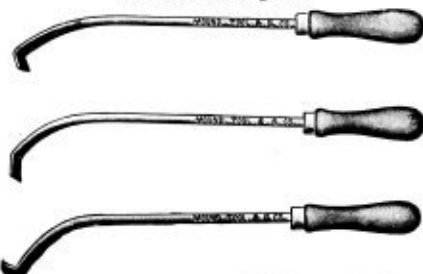
No. 30, each\$0.50

Flexible Carbon Scrapers



No. 57, each\$0.25

Carbon Scrapers



For removing carbon from cylinders and piston heads without tearing down engine. Made of 4-inch crucible steel, hand forged, nickel plated, apple-wood handles. Each set of three in box.

No. 55, per set\$0.75

Bearing Scraper



These Bearing Scrapers are forged from a very high grade of tool steel and are correctly hardened and tempered. The degree of hardness and the correctly shaped cutting edges give them a very smooth, easy cut. When dull these scrapers can be honed on an oil stone to a perfect edge.

The large polished hardwood handle and the polished round shanks make these tools very attractive in appearance and comfortable to use.

Set No. 471

Consists of one each of the following scrapers which are described below: No. 381, No. 382 and No. 383. Packed in pasteboard box.

No. 471; price, per set of three.....\$2.70

Individual Scrapers

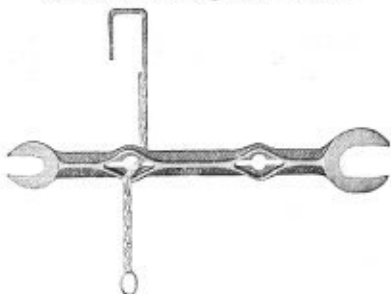
	Cutting Edge	Length Over All	Price Each
No. 581	1 1/2 inches	8 inches	\$0.75
No. 381	2 1/2 inches	10 inches	.80
No. 382	3 1/2 inches	11 inches	.90
No. 383	4 1/2 inches	12 inches	1.00

Packed One-half Dozen in a Pasteboard Box



HAND TOOLS—Continued

Chain Valve Spring Lifter



The chain valve spring lifter is one of the first types developed for this service. It is very rapid, efficient and universal in its application.

Your attention is particularly called to the fact that the chain locks in the center of the lifter and not by means of a hook on the side.

This insures a balanced, even action.

Length of fork—12 inches.

Net weight—15 ounces.

Standard package 100.

Gross weight per package—107 lbs.

No. 329\$0.39

The Ultimate Valve Spring Lifter

Direct acting, powerful, positive. It opens up or down 7 to 4½ inches by adjusting pin through holes in the lever and bar. The throat opening 4½ inches from inside of back to spot point in frame. Height 14½ inches over all, width 6½ inches over all.

No. 652, each.....\$2.00



Valve Lifter



A thoroughly practical drop-forged tool.

The sliding cam increases the leverage as the valve spring is compressed and allows quick action with greatest ease.

No. 814, each.....\$2.00

Fay-Oh-Rite Valve Lifter



When in use the forked ends operate at an angle which holds them in place under tension, and the lifter can't slip. One movement compresses the spring so key can be removed. The lock on the end of the handles holds them in proper position. Tool is self-adjusting and self-centering. When forked ends are together they form a shape like a chisel so they can be easily inserted under the spring. All parts are of carbon steel. Length, 12½ inches.

No. 1, each\$1.75

Valve Spring Release



This tool is made of steel stampings pivoted together and provided with a spring ratchet. The ratchet holds the valve spring in place after being compressed by the fulcrum action, thus permitting of the use of both hands to remove the pin or washer from the valve stem. Black enamel finish, length 11 inches. Standard package of 20, weight 20 lbs.

No. 201, each.....\$0.50

Valve Spring Release



The sliding arm permits a rapid adjustment of this tool. Due to its construction it can not slip when pressure is applied to the screw. The small head enables it to be used on motors having valve ports in the cylinder head.

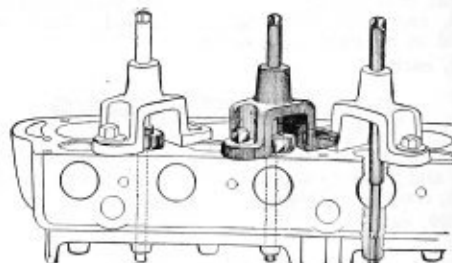
The No. 7 is adapted to any motor requiring not more than 7½ inches' clearance.

The No. 4 is particularly adapted for Fords and V-type motors and has a clearance of 4½ inches.

No. 7, each.....\$4.50

No. 4, each.....4.00

Ford Valve Port and Valve Stem Guide Renewing Tool



The enlarging reamer enlarges the port so that new narrow seats for the valves (similar to those of a new motor) can be formed by the valve seat reamer. This enlargement of the port is desirable, because it allows quicker passage of the gases, improves the power and speed and keeps the engine cooler.

The upper jig holds the reseater in correct position, insuring a true and accurate seat, which requires little or no grinding.

Standard size valve heads are sufficiently large to permit of this enlargement.

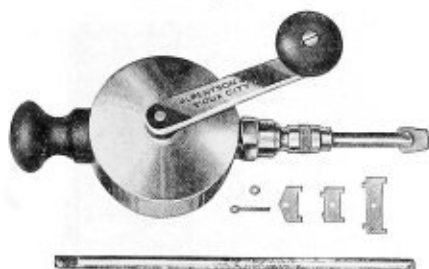
The stem guide reamer enlarges the stem guide for 1/64 inch oversize stems, the upper jig insuring accuracy.

No. 225, price.....\$13.50



HAND TOOLS—Continued

Valve Grinders



A steady turn of the handle in one direction gives the valve the reciprocating, or forward and back motion, which is absolutely necessary to perfect valve grinding. At the same time it automatically advances the valve periodically on its seat, by alternating a full turn in one direction with a three-quarter turn in the opposite direction. Thus it gradually completes the circle and insures an even grind, which means a perfect contact of all parts of the valve with all parts of the seat.

No. 400, each complete.....\$7.00

"Little Sioux" Valve Grinder



For valve grinding on a Ford or other small motor. Complete with 5 interchangeable driving points.

No. 401, each.....\$3.50

Little Sioux Tool Set for Fords

"Little Sioux" Ford Tool Set, especially designed for individual use, comprises the "Little Sioux" Valve Grinder, Ford Refacing Tool, Ford Valve Seat Reamer and a liberal supply of valve grinding compound. With this outfit you can put the motor in tip-top shape easily, quickly and efficiently.



No. 402, each.....\$7.25

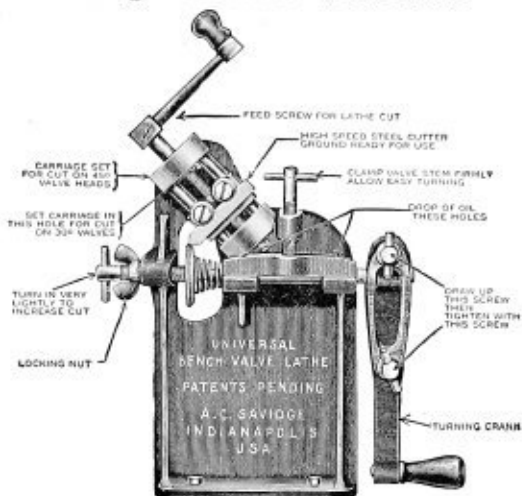
Valve Grinder



Length 15½ inches over all; made of finest steel, bright finish, with wooden handle and top.

No. 610, each.....\$1.12

Savidge "Universal" Valve Lathe



For any valves—steel or iron heads. Capacity, valves with 45-degree or 30-degree heads up to 2½-in. diameter heads and 7/16-in. stems.

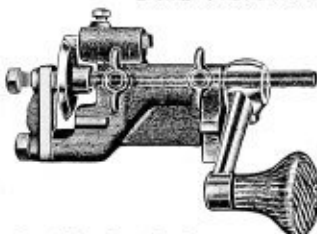
A simple, rugged, accurate and quick machine with that real lathe action so necessary for many valves with steel heads. It is quicker and more accurate than a machine lathe because self-centering and the angles are accurately fixed—no pottering or guess-work.

To operate, turn the valve with the crank while operating the feed screw with the left hand. Furnished complete with high speed steel cutter ready to use.

No. G40, each.....\$12.00

All Savidge Valve Lathes are accurately constructed and are guaranteed by the manufacturer for one year against defective workmanship and material.

Ford Valve Refacing Tool



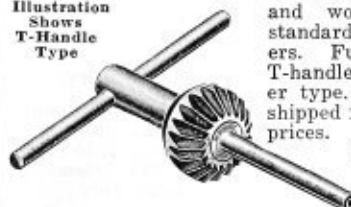
This refacing tool is not a cheap and poor-made tool, but a high-grade tool, accurately made, and will face Ford valves accurately and smooth. The cutter is made of high-speed Tungsten steel, the same as used for lathe tools.

No. 202, For Fords.....\$1.75

No. 204, For Fordson Tractors, each.....2.00

Ford Valve Seat Reamer

Illustration Shows T-Handle Type



This Reamer is a tool of the same grade of material and workmanship as our standard line of seat reamers. Furnished with either T-handle type or hand reamer type. 15° or 75° can be shipped from factory at same prices.

No. 200, Ford, each.....\$1.75

No. 203, Fordson, each... 2.00



HAND TOOLS—Continued

Valve Seat Reamers and Pilot Stems



These tools reface valve seats perfectly. They make a quick, easy job of removing all carbon pits and irregularities. The reamers are made of tool steel, properly treated, and ground with proper clearance on the cutting points. All Pilot Stems are of cold rolled steel, accurately machined.

When ordering be sure to specify size of Reamer and size of Pilot Stem hole.

Valve Seat Reamers

SIZES AND PRICES

Pilot Stem Hole, 19-32 Inches

Size	List	Size	List	Size	List
1 1-4	\$3.50	1 5-8	\$3.50	2 inches	\$3.50
1 9-32	3.50	1 21-32	3.50	2 1-32	3.75
1 5-16	3.50	1 11-16	3.50	2 1-16	3.75
1 11-32	3.50	1 23-32	3.50	2 1-8	3.75
1 3-8	3.50	1 3-4	3.50	2 3-16	3.75
1 13-32	3.50	1 25-32	3.50	2 1-4	3.75
1 7-16	3.50	1 13-16	3.50	2 5-16	3.85
1 15-32	3.50	1 27-32	3.50	2 3-8	3.85
1 1-2	3.50	1 7-8	3.50	2 7-16	3.85
1 17-32	3.50	1 29-32	3.50	2 1-2	3.85
1 9-16	3.50	1 15-16	3.50	2 17-32	3.85
1 19-32	3.50	1 31-32	3.50		

Pilot Stem Hole, 13-16 Inches

Size	List	Size	List	Size	List
2 9-16	\$4.25	2 7-8	\$5.00	3 1-2	\$7.00
2 5-8	4.25	2 15-16	5.25	3 5-8	7.50
2 11-16	4.50	3 inches	5.75	3 3-4	7.75
2 3-4	4.50	3 1-8	6.00	3 7-8	8.10
2 13-16	4.50	3 1-4	6.25	4 inches	8.50
		3 3-8	6.75		

Unless specified, all seater heads will be 45°. On special orders for factory shipment 15°, 30°, 60° and 75° angles may be supplied.

Pilot Stems

SIZES AND PRICES

To Fit All Reamers 2 17-32 Inches and Smaller

Size	List	Size	List	Size	List
5-16	\$1.25	13-32	\$1.25	33-64	\$1.25
21-64	1.25	27-64	1.25	17-32	1.25
11-32	1.25	7-16	1.25	35-64	1.25
23-64	1.25	29-64	1.25	9-16	1.25
3-8	1.25	15-32	1.25	37-64	1.25
25-64	1.25	31-64	1.25	19-32	1.25
		1-2	1.25		

To Fit All Reamers Between 2 9-16 and 4 Inches, Inclusive

Size	List	Size	List	Size	List
5-8	\$2.00	21-32	\$2.00	3-4	\$2.00
41-64	2.00	11-16	2.00	13-16	2.00

Reamers for Detachable Head Motors

Designed to reseat valves of detachable head motors of any size, 1½ to 2½ inches. Its adaptability to so many different sizes makes this reamer useful in every service shop. Used with any of above Pilot Stems up to and including ¾ inch. Made in 45° angle only.

No. 175, each.....\$5.00

Valve Seat Reamer Set



No. 325 Set

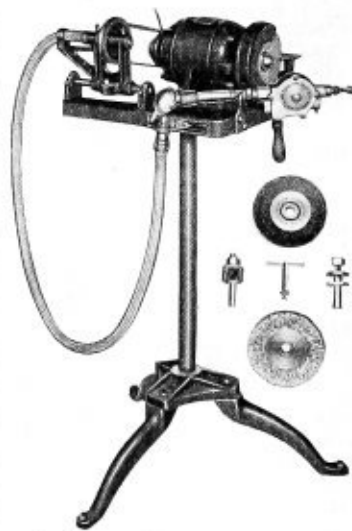
This set is a complete outfit for practically all reseating jobs. It includes 10 valve seat reamers and 4 pilot stems.

1½ inches.....45°	1½ inches.....30°	2½ inches.....45°
1½ inches.....45°	1½ inches.....45°	2½ inches.....45°
1½ inches.....30°	2 inches.....45°	2½ inches.....45°
	2 inches.....45°	

Pilot Stems—5/16, 3/8, 7/16, and 1 inch. Comes complete in box with each stem placed and each reamer post marked for each size.

No. 325, complete.....\$40.00

Flexible Shaft and Attachments



These outfits transmit power exactly where you want it. Handy for getting under car or working in cramped quarters. Especially adapted for Valve Grinding, Emery Wheel Grinding, and is also quick and handy for drilling, reaming, and polishing.

No. 802 Flexible Shaft and Attachments come complete as follows: 1 h. p. A. C. motor, stand complete flexible shaft with Universal Joint and spindle control, three speed drive pulley and belt; one 6-inch emery wheel, one 4-inch emery wheel

and arbor, one 4-inch wire brush and arbor, one 1-inch capacity Jacobs Chuck including arbor and one No. 500 Grinder attachment.

No. 802, complete.....\$165.00

No. 804 Flexible Shaft and Attachments for Tire Repair Shops are complete, as follows—stand, one 6-inch wire brush permanently attached to motor, one 4-inch emery wheel and arbor, one 4-inch wire brush and arbor, one 1 h. p. A. C. Motor.

No. 804, complete.....\$130.00

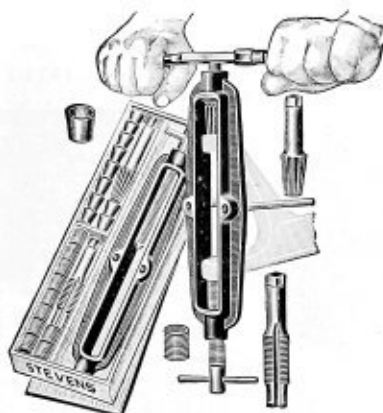
No. 825 Flexible Shaft and Attachments for Welding and Machine Shops, comes complete as No. 802, except valve grinding attachment and Universal joint.

No. 825, complete.....\$135.00



HAND TOOLS—Continued

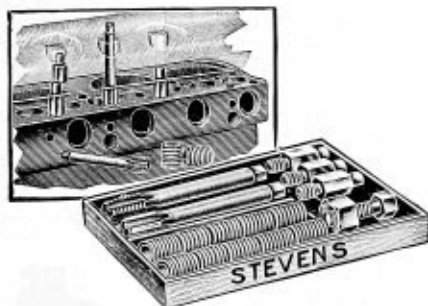
Axle Bushing Outfit



Remedies worn spindle bolt holes in Ford front axles by replacing them with a tapered upper bushing and a threaded lower bushing. Complete set consists of ten of each bushing, tap, taper reamer and the fixture, put up in a neat, permanent wood box.

No. T-220, set\$7.00

Cylinder Bushing Set



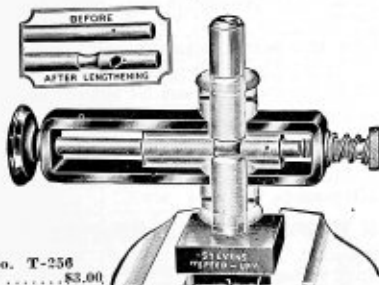
The most permanent and satisfactory repair for stripped threads in the Ford cylinder block.

The cylinder head is located in proper position by 3 threaded hexagon studs and is used as a jig to guide the reamer and tap which prepare the hole for the bushing. Bushings are tapered slightly to bind when flush with cylinder head and take a standard cylinder head bolt.

No. T-235, complete set\$3.50

No. T-236, bushings only, 20 in a box\$2.00

Valve Swedge for Ford



No. T-256
.....\$3.00

The stretching of valves is a sound practice, but the slip-shod methods used to lengthen a valve damaged it. Stevens swedge will keep the valve in perfect condition and can be adjusted to stretch it exactly to any required length. It is the only tool that fills this widespread need.

Bushing Drivers for Ford



Driving Out Bushings

Inserting Bushings

For Ford Steering Body Bushings, No. 2713—Replaces bushings quickly and accurately. Made from nickel steel and guaranteed against breakage.

T-225—Set \$0.80.

T-226—Extractor only, \$0.40



For Ford piston pin bushings No. 30221₂—Made in two sections for removing and inserting bushings. Prevents barring and distortion.

T-228—Set, \$0.50.



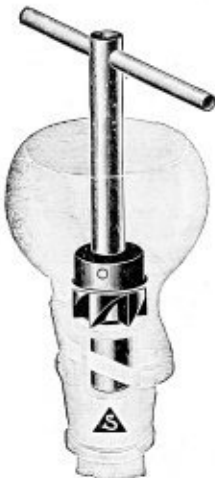
For Ford steering arm bushing, No. 2714—Lower part of tool supports steering arm and guides punch while removing and inserting bushings.

T-229—Set, \$0.80.

Refacer for Ford Bushings

For Steering Body Bushing No. 2713

For Front Ford Bushing No. 2581



For bushing No. 2713 in a single operation this tool faces down the flange of a new bushing to exactly the thickness necessary and also makes the face smooth and square. Made from tool steel, it has same keen-cutting edges as the larger tool.

T-291—\$3.50

For bushing No. 2581 when fitting the universal, this Stevens refacer nicely trims down flange of bushing to any required depth, without removing the bushing. It eliminates filing or hammering bushing and prevents loss of time and spoilage.

T-292—\$4.50.

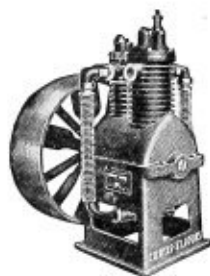


GARAGE EQUIPMENT

CURTIS TWO-STAGE AIR COMPRESSORS

"AN ORIGINAL DESIGN"

"CURTIS AIR—FREE FROM OIL"



The demand for two-stage compressors has become more insistent year after year because of the greater efficiency obtained by the two-stage principle, particularly for the higher pressures. This demand has come extensively from gasoline filling stations as well as from garages and other service stations.

In the Curtis Two Stage Compressor are embodied the same fundamental features that es-

tablished our single stage so firmly on the market within a few years.

The efficiency of a two-stage compressor depends directly on the degree of the intercooling effected. CURTIS Intercoolers are made of COPPER with thin radiating fins rigidly attached to the tube—135% greater heat radiating properties than cast iron—100% greater than steel pipe—22% better than aluminum. Excepting gold and silver, copper radiates heat faster than any other metal.

Curtis Two-Stage Compressors are intended for pressures 125 pounds and higher. Pressures over 200 pounds are very seldom advisable for garage purposes, due to extreme difficulty in keeping tight pipe line, fittings, valves and tank.

- 1—VERTICAL, requires less floor space.
- 2—TWO CONNECTING RODS, perfect balance.
- 3—COPPER INTERCOOLER with thin radiating fins; most efficient metal for this purpose. Air is thoroughly cooled before entering high pressure cylinder.
- 4—FAN FLY WHEEL helps cool cylinders and inter-cooler.
- 5—CONTROLLED SPLASH, OILING; will run many times as long on the same amount of oil.
- 6—BREATHING-VALVE insures no oil on external surfaces of compressor and keeps out dust.
- 7—HIGH AND LOW LEVEL OIL FILLING GAUGE.
- 8—VALVES light, large, inspectable; no ball valve used.
- 9—SAFETY CAGE, broken valves cannot drop into cylinder.
- 10—HAND UNLOADER (or CENTRIFUGAL UNLOADER on automatic starting outfits) permits starting against full tank pressure, no burnt out motors.
- 11—DROP FORGED AND GROUND CRANKSHAFT
- 12—BEARINGS, adjustable, renewable, die cast, non-cutting of unusually large bearing area.
- 13—CYLINDER HEADS, REMOVABLE without breaking or loosening any pipe connections.

SPECIFICATIONS

Bore Low Pressure Cylinder.....	3	inches
Stroke Low Pressure Piston.....	3	inches
Bore High Pressure Cylinder.....	1 1/2	inches
Stroke High Pressure Piston.....	2 1/2	inches
Displacement at 210 R. P. M. (Min.).....	2.6	cu. ft.
Displacement at 280 R. P. M. (Std.).....	3.4	cu. ft.
Displacement at 410 R. P. M.	5.0	cu. ft.
Displacement at 550 R. P. M.	6.6	cu. ft.
Electric Motor H. P. recommended at 210 R. P. M.	3/4	H. P.
Electric Motor H. P. recommended at 280 R. P. M.	1	H. P.
Electric Motor H. P. recommended at 410 R. P. M.	1 1/2	H. P.
Electric Motor H. P. recommended at 550 R. P. M.	2	H. P.
Pulley Size.....	16 1/2	dia., 2 1/2" face
Shipping Weight.....	T. & L. P. 175 lbs.; T. P. 155 lbs.	
Price No. 20-T, Tight Pulley only.....		\$102.00
Price No. 20-L, Tight and Loose Pulleys.....		107.00

STYLE "V" TWO STAGE OUTFIT

(Belted Only)

SPECIFICATIONS

Outfit consists of No. 20T Curtis Two-Stage Compressor, 16 in. x 36 in. or 18 in. x 48 in., steel air tank, 200 pounds working pressure, Motor A. C. or D. C., as ordered, motor pulley, self adjusting idler and single leather drive belt, pop safety valve, pressure gauge, drain cock, all necessary piping from compressor to tank, 20 feet of special air hose and tire chuck.

PRICES AND DATA

Style and No.	Motor H. P.	Com. Sp.	C. Ft. Displacement	Size Tank	D. C. 110-220 Volts	A. C. S. Ph. 60 Cy. 110-220 Volts	A. C. 2or3 Ph. 60 Cy. 110-220 Volts	Wt.	Extra Auto. Starting and Stopping Device
V-20	3/4	210	2.6	16x36	\$310.00	\$320.00	\$300.00	540	\$40.00
V-20a	3/4	210	2.6	18x48	345.00	355.00	335.00	600	40.00
V-40	1	280	3.4	16x36	330.00	340.00	310.00	565	50.00
V-40a	1	280	3.4	18x48	365.00	375.00	345.00	625	50.00
V-60	1 1/2	410	5.0	18x48	398.00	408.00	383.00	675	75.00
V-80	2	550	6.6	18x48	448.00	458.00	413.00	700	75.00

NOTE—No extra charge for California tanks on two-stage outfits, but tanks furnished are approved in California for 150 pounds pressure, instead of 200 pounds.

Tanks listed not suitable in Detroit, Chicago or Canada.

For 25 or 40 cycle alternating current motors, increase above lists 15%.

Automatic device cuts in at 140 pounds and out at 175 pounds, except in California where same cuts in at 120 pounds and out at 150 pounds.

Note—All of the above numbers can be furnished with roller bases at slight extra charges.

STYLE "W" TWO STAGE OUTFIT

(Belted, No Tank)

SPECIFICATIONS

Outfit consists of No. 20T Curtis Two-Stage Compressor, A. C. or D. C. Motor, as ordered, with motor pulley, self adjusting idler and single leather drive belt; motor and compressor mounted on cast iron base.



PRICES AND DATA

Style and No.	Motor H. P.	Com. Speed	C. Ft. Displacement	D. C. 110-220 Volts	A. C. S. Ph. 60 Cy. 110-220 Volts	A. C. 2or3 Ph. 60 Cy. 110-220 Volts	Wt.	Extra Auto. Starting and Stopping Device
W-20	3/4	210	2.6	\$270.00	\$280.00	\$265.00	330	\$40.00
W-40	1	280	3.4	290.00	300.00	270.00	350	50.00
W-60	1 1/2	410	5.0	315.00	325.00	300.00	425	75.00
W-80	2	550	6.6	365.00	375.00	330.00	450	75.00

For 25 or 40 cycle alternating current motors, increase above lists 15%.

Automatic device cuts in at 140 pounds and out at 175 pounds, except in California where same cuts in at 120 pounds and out at 150 pounds.

INFORMATION WANTED ON ALL OUTFITS

Whether belted or geared.

If direct current, give voltage.

If alternating current, give voltage, number of cycles and phase.



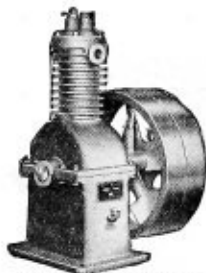
GARAGE EQUIPMENT—Continued

CURTIS MODEL B SINGLE STAGE COMPRESSORS

"AN ORIGINAL DESIGN"

"CURTIS AIR—FREE FROM OIL"

STYLE "Z" SINGLE STAGE OUTFITS



PURE AIR means better service, because oil ruins tires, and AIR FREE FROM OIL means fewer blowouts—fewer punctures—greater tire mileage—less repairs; saves them many dollars upkeep every month.

Better Service Means More Customers

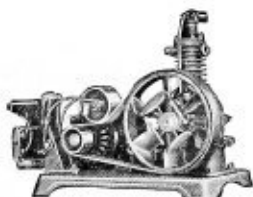
1. CONTROLLED SPLASH SELF-OILING SYSTEM, with cylinder oiling permanently regulated. No oil gets into the tires to rot them. Compressor will run many times as long on the same amount of oil as ordinary splash oiling machines.
2. HIGH AND LOW LEVEL OIL FILLING GAUGE, so you can tell at a glance the amount of oil in the crank case.
3. BREATHING VALVE insures no oil on external surfaces of compressor and keeps out dust.
4. FAN FLY WHEEL assists in cooling the cylinder.
5. VALVES of light weight and large area, inspectable without removing head.
6. SAFETY CAGE prevents possibility of broken valves dropping and wrecking the machine.
7. HAND UNLOADER (or CENTRIFUGAL UNLOADER on automatic starting outfits) permits starting against full tank pressure without burning out motor, blowing fuses, burning or jumping of belt.
8. LARGE DROP-FORGED CRANK SHAFT. Adjustable, renewable, die cast non-cutting bearings.
9. HEAD REMOVABLE without breaking pipe connections, Only one gasket.

*The No. 4 is the most popular size for garage service, and the No. 2, the next most popular. See data below.

Size	1	2	3	4	5
Bore and Stroke.....	1 1/2x2	2 1/8x2 1/2	2 1/2x3	3x3 1/2	4 1/2x4 1/2
Minimum Speed.....	500	400	350	300	250
Cu. Ft. Displacement.....	1.2	1.8	2.99	4.32	10.4
H. P. at 100 lbs.....	.24	.36	.60	.87	2.09
H. P. at 200 lbs.....	.47	.78	1.14	1.75	4.32
Usual Size Motor, H. P.....	1/4	1/2	3/4	1	3
Maximum Speed.....	700	600	550	500	400
Cu. Ft. Displacement.....	1.68	2.70	4.7	7.20	16.5
H. P. at 100 lbs.....	.34	.54	.95	1.45	3.34
Size Pulley.....	9x1 1/2	11x2 1/2	12x2 1/2	14x2 1/2	18x1 1/2
With Tight P. only.....	\$34.20	\$37.80	\$47.70	\$50.40	\$108.00
Ship. Wght. T. P.....	50	65	90	120	250
With T. & L. Pulley.....	\$37.80	\$41.40	\$51.30	\$54.00	\$126.00
Ship. Wght. T. & L.....	55	75	100	145	300
Auto Starter.....	40.00	40.00	45.00	50.00	75.00

STYLE "W" SINGLE STAGE OUTFITS

Outfit includes compressor and motor of size listed, self-adjusting idler and single leather drive belt or cut fly wheel gear and raw hide pinion as desired; all mounted on cast iron base as illustrated opposite; no tank.

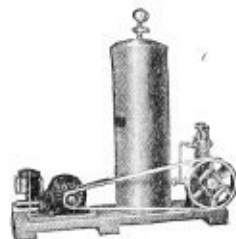


Style and No.	Size Compressor	Compressor Speed	Cu. Ft. Displacement	Maximum Pressure	Motor H. P.
W-1	1 1/2x2	500	1.10	150 lbs.	1/4
*W-2	2 1/8x2 1/2	475	2.35	150 lbs.	1/2
W-3	2 1/2x3	425	3.63	150 lbs.	3/4
*W-4	3 x 3 1/2	275	3.94	150 lbs.	1
W-5	4 1/2x4 1/2	275	11.4	150 lbs.	3

PRICE BELTED OR GEARED

Style and No.	Complete with Motor				Extra for Autom'e Starting and Stopping Device
	D. C. 110-220 Volts	A. C. 60 Cyc. 110-220	A. C. 60 Cyc. 2 or 3 Ph. 110-220	App. Shipping Weight	
W-1	\$129.60	\$149.40	\$149.40	160	\$40.00
*W-2	171.00	189.00	189.00	245	40.00
W-3	189.00	243.00	210.60	300	45.00
*W-4	244.80	275.40	225.00	350	50.00
W-5	457.40	455.40	353.40	675	75.00

Price includes compressor, tank and motor of size specified, piping between compressor and tank, including shut-off cock, air gauge, pop safety valve and drain cock, single leather drive belt, mounted on oak base, as illustrated. Belted only.



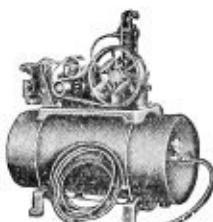
Style and No.	Size Compressor	Compressor Speed	Cubic Ft. Displacement	Maximum Pressure lbs.	Motor H.P.	Size Tank In.	Time required to fill Tank from 0 to 150 lbs.
Z-1-A	1 1/2x2	500	1.10	150	1/4	12x36	40 min.
*Z-2-A	2 1/8x2 1/2	475	2.35	150	1/2	16x36	32 min.
Z-3-A	2 1/2x3	425	3.63	150	3/4	16x36	20 min.
*Z-4-A	3 x 3 1/2	275	3.94	150	1	16x36	18 min.
Z-4-B	3 x 3 1/2	275	3.94	150	1	18x48	30 min.
Z-5	4 1/2x4 1/2	275	11.4	150	3	18x48	8 min.
Z-5-A	4 1/2x4 1/2	275	11.4	150	3	20x60	13 min.

PRICE BELTED ONLY

Style and No.	Complete with Motor				Extra for Autom'e Starting and Stopping Device
	D. C. 110-220 Volts	A. C. 60 Cyc. 110-220	A. C. 60 Cyc. 2 or 3 Ph. 110-220	App. Ship. Wt.	
Z-1a	\$144.00	\$172.80	\$172.80	245	\$40.00
*Z-2a	194.40	212.40	212.40	300	40.00
Z-3a	216.00	271.80	239.20	365	45.00
*Z-4a	252.00	282.60	251.50	410	50.00
Z-4b	264.60	295.20	264.25	500	50.00
Z-5	505.40	507.60	401.60	780	75.00
Z-5a	534.60	525.60	417.80	840	75.00

STYLE "V" SINGLE STAGE OUTFIT

Outfit includes compressor, motor and tank, self-adjusting idler and leather belt, or cut gear and raw hide pinion as desired, also 20 feet of hose with tire chuck.



Style and No.	Size Com.	Motor H.P.	Size Tank In.	Complete, with Motor			Ex. for Autom'e Start. and Stop'g Device
				D.C. 110-220 Volts	A.C. 60 Cy. 2 or 3 Ph. 110-220	A.C. 60 Cy. 2 or 3 Ph. 110-220	
V-1a	1 1/2x2	1/4	12x36	\$175.80	\$195.60	\$195.60	285 \$40.00
*V-2a	2 1/8x2 1/2	1/2	16x36	217.20	235.20	235.20	375 40.00
V-3a	2 1/2x3	3/4	16x36	247.00	284.20	277.00	425 45.00
V-4	3 x 3 1/2	1	16x36	281.00	311.60	282.50	460 50.00
V-5	4 1/2x4 1/2	3	18x48	542.00	522.60	440.20	850 75.00

NOTE—Can also be supplied with rollers at slight extracharge.

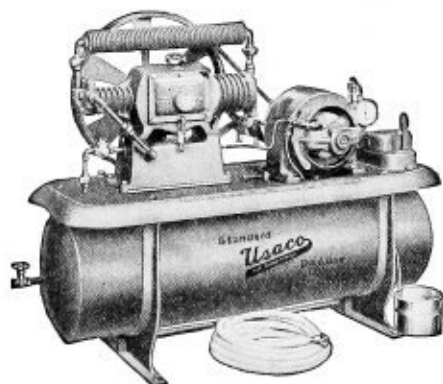
EXTRAS ON ALL OUTFITS

For 25 or 40 cycle alternating current motors, increase above lists 15% on Z, X, and V outfits, 20% on W outfits, 20 feet of hose with tire chuck on "Z" outfits, \$9.00. Oil-proof rubber tires on wheels, "X" outfits extra \$9.00.



GARAGE EQUIPMENT—Continued

TWO STAGE USACO AIR COMPRESSORS



The Standard De Luxe

The Standard De Luxe earned its name by virtue of the rapid manner in which it was generally accepted by the better grade of establishments and adopted as "standard" equipment by many concerns of international prominence. It is the original De Luxe unit which conclusively proved these compressors to be superior in design and operating capacity to anything previously known.

It has capacity sufficient for the average garage, tire shop or gas filling station, and, like all De Luxe compressors, is compact, quiet running and fully automatic.

Greater De Luxe

Same as Standard, but has 1 H. P. motor instead of $\frac{1}{2}$ H. P. It will therefore deliver high pressure air with more speed than the Standard.

De Luxe Sixty

The De Luxe Sixty differs from the "Standard" only in having a sixty gallon tank instead of a 30 gallon tank.

De Luxe Equipments Include:

Self oiling compressor with fan flywheel; filtering trap that extracts dirt, oil and moisture; sight feed oil gauge, check valve and safety valve, mounted on metal base with motor (for any current as specified); belt and automatic belt tightener, Usaco Automatic Controller, tank, air pressure gauge, needle valve, 25 feet of Usaco air hose with automatic air valve, all complete and ready to run when wired to electrical current. Portable equipments also include 15 feet of electric cable and plug.

Data of De Luxe Compressors (Stationary or Portable Type)

	Stand.	Gr'tr	Sixty	Giant	Jumbo
Displacement...	3 $\frac{1}{2}$ C. F.	5 C. F.	3 $\frac{1}{2}$ C. F.	5 C. F.	7 $\frac{1}{2}$ C. F.
Large Cyl.	3x3	3x3	3x3	3x3	4x4
Small Cyl.	1 $\frac{1}{2}$ x3	1 $\frac{1}{2}$ x3	1 $\frac{1}{2}$ x3	1 $\frac{1}{2}$ x3	2x4
*Motors	$\frac{1}{2}$ H. P.	1 H. P.	$\frac{1}{2}$ H. P.	1 H. P.	1 $\frac{1}{2}$ H. P.
*Tanks	30 Gal.	30 Gal.	60 Gal.	60 Gal.	60 Gal.
Wk. Pressure...	200 lbs.	200 lbs.	200 lbs.	250 lbs.	250 lbs.

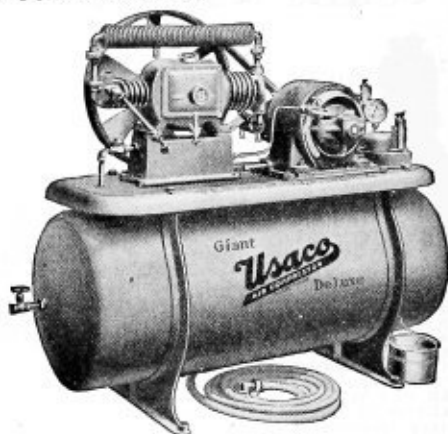
*Motors furnished for any current, as specified. A. C. motors equipped with Usaco Patented Pressure Unloader which prevents burning out of motors.

All outfits equipped with Air Pressure Release.

*All tanks are tested at double the specified working pressure.

Equipment Dimensions and Weights

	Length	Width	Height	Ship.	Price
Stand.	52"	20"	30"	560 lbs.	\$331.25
St. Port.	52"	25"	43"	638 lbs.	362.50
Sixty	52"	25"	46"	760 lbs.	366.25
Sixty Pt.	52"	25"	52"	872 lbs.	387.50
Greater	52"	20"	39"	580 lbs.	350.00
Gr. Port.	52"	25"	43"	658 lbs.	381.25
Giant	52"	25"	46"	823 lbs.	387.50
Giant Pt.	54"	25"	54"	892 lbs.	418.75
Jumbo	54"	25"	49"	945 lbs.	512.50
Jum. Pt.	54"	25"	54"	1070 lbs.	561.25



The Giant De Luxe

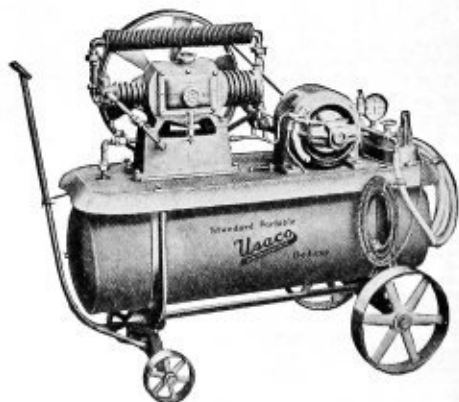
The Giant De Luxe owes its existence largely to the development of giant pneumatic truck tires, having been designed at the request of the large tire companies, specifically to cope with the new and extremely severe demands created by the large volume and high pressure air carried in these tires.

It has a 1 H. P. motor and 60 gallon tank suitable for 250 pounds working pressure, which affords larger capacity and a higher working pressure than the Standard De Luxe and is capable of handling demands above the ordinary in the inflation of regular or giant pneumatic tires.

The Jumbo De Luxe

The Jumbo De Luxe contains a larger Usaco compressor and a $1\frac{1}{2}$ H. P. motor, with 60 gallon tank suitable for 250 pounds working pressure, consequently has much greater capacity than the Giant.

It is equal to demands greatly in excess of the average and is suitable for the inflation of tires of all sizes and pressures.



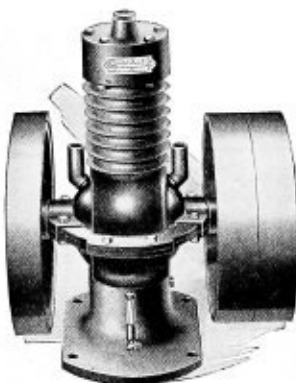
De Luxe Portable Compressors

Any of the above units are furnished in portable form, which are the regular equipments mounted on wheels to permit easy portability and contain, in addition to the above mentioned equipment, 15 feet of electric cable and plug.



GARAGE EQUIPMENT—Continued

Au-To Air Compressor



Designed especially for automobile garages, electric motor cleaning, water systems, machine shops, foundries and all other purposes requiring not over 6½ or 13 cubic feet of free air per minute at not exceeding 300 lbs. pressure.

Specifications

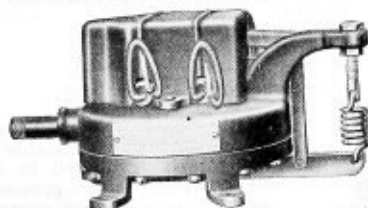
Three-inch bore by 4" stroke; flywheel 14" diameter, pulleys 13" diameter, 2" crown face; recommended speed 400 r.p.m. for 6½ cu. ft. of air. Power required 1½ h.p., shipping weight 160 lbs. Prices F. O. B. factory.

No. 0 Au-To Compressor only, each	\$52.50
1 No. 3, 18x60 tank, 66 gal. capacity	48.00
1 No. 82, Needle Valve	2.50
1 No. 83, Needle Valve	2.25
1 No. 72, Safety Valve	3.00
1 No. 75, Vertical Check Valve	2.60
1 25 ft. section ½-inch armored 5-ply hose and 2 clamps	4.50
1 No. A, Automatic Air Valve	3.00

No. G119, as listed, complete.....\$118.35

Note—Fittings and piping should be ½".

Automatic Pressure Controller



For use in connection with motors driving air compressors. It will automatically stop the motor by disconnecting the circuit when the pressure in the tank reaches a predetermined amount, and will start the motor again when the pressure falls to a certain point.

This device can be used with A. C. motors up to and including 3 h. p., 110 volts, or 5 h. p., 220 volts. With direct current motors, its use is limited to 1 h. p. size and less.

Directions for connecting up are contained on the front of the switch.

Cat. No.	Std. Adjustment Closes	Opens	Price
208474	120 lbs.	170 lbs.	\$25.00

Compressed Air Fittings

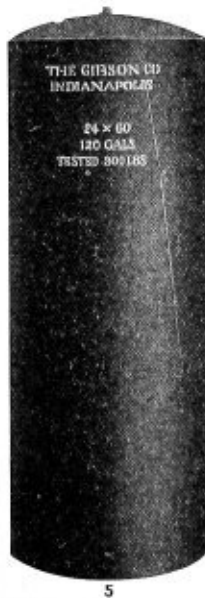


Size Comp.	Usual Size Tank	Size of Piping	Piping Between Comp. and Tank	Plain Needle Valve*	Dash Pot Check Valve	Pop Safety Valve
1½x2	12x36	½	\$3.60	\$2.70	\$3.75	\$3.25
2½x2½	16x36	½	3.60	2.70	3.75	3.25
Two-stage	16x36	½	3.60	2.70	3.75	3.25
2½x3	16x36	¾	5.40	3.15	4.50	3.25
3 x3½	18x48	¾	5.40	3.15	4.50	3.25
4½x4½	20x60	1¼	7.20	5.40	8.50	3.25
Truck-tire	20x60	1¼	7.20	5.40	8.50	3.25

Air Gauge only.....\$1.80
 Drain Cock only......60
 20 ft. of Hose and Tire Chuck.....9.00
 Blow Pipe Air Nozzle.....2.25
 *¼ in. Plain Needle Valve (Outlet Cock).....1.50
 For Hose Attachment on Outlet Cock......50
 ¼ in. Pressure Reducing Valve.....14.00
 ½ = ¼ in. Pipe Connections. † = ½ in. pipe connections.

High-Pressure Air Storage Tanks for Compressor Service

Electrically Welded



One of the chief and most important elements in connection with the stationary compressor plant is a suitable and strong air receiver or tank. We carry a complete line of air storage tanks for the purpose of storing the reserve air. These tanks are without exception the very highest grade in material, design and workmanship. They have been built for this particular purpose and every care has been exercised to obtain a receiver that would be entirely safe at extremely high pressures. They are made of the very best uniform basic open hearth steel plate, all seams welded, making the tank virtually one piece of metal. Our tanks eliminate the possibility of any leaks, as the special process of electric welding imparts the full strength of the material at the welded joint. In other words, the welded tank is greatly superior to and stronger than a riveted tank of twice the thickness. There are no rivet holes through which the air can escape.

Prices F. O. B. factory.

No.	Size	Capacity	Price Retail
No. 1	14x30	20 gallons	\$20.00
No. 2	16x48	42 gallons	30.00
No. 3	18x60	66 gallons	48.00
No. 4	18x72	80 gallons	53.00
No. 5	24x60	120 gallons	78.00

The above Tanks are all black finish; they are painted with water-proof asphaltum paint. If galvanized tanks are desired add 35 per cent. to the net dealer's prices on any of the sizes shown.

We can furnish tanks in any size and of any capacity built for every pressure.



GARAGE EQUIPMENT—Continued

Air and Water Tower

Here is an air tower that is perfect in operation, being based upon a simple principle which eliminates the necessity for oil checks, counteracting springs or heavy weights.

A noteworthy feature is the ball-bearing head. Regardless of the position of the tower, just a touch of the hose and the tower head revolves to proper position for tipping. This appeals strongly to users and avoids the possibility of damaging the hose or bending the arm.

There is absolutely nothing to get out of order and require adjustment.

A specially designed fitting at the end of the tipping arm prevents kinking or chafing of the hose. The large base with a convenient door gives easy access to air, water and lighting connections. The hose is always clean because it never touches the ground. A slight pull tips the tower arm forward, making air available at any time, within a radius of 15 feet from the pole. When released, the arm and hose return gradually, but positively, to a vertical position, without lashing of the hose or strain on the tower.

This tower is full revolving and, when placed between two drives, will serve cars on either side within a diameter of 30 feet. The motorist can fill all four tires without moving his car.

A new measure of convenience and cleanliness is found when filling the radiator. Just place the faucet into the opening—press the compression lever—then release when filled.

SPECIFICATIONS

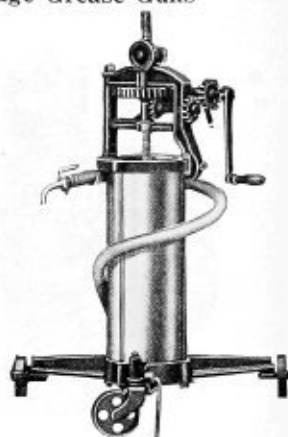
Number and Description	Shipping Weight	Price
No. 3 Perfect Balance Air and Water Tower, with light, including air hose, air chuck, water hose, compression faucet, waterproof globe and electric cable to base outlet.....	200	\$81.25
No. 4 Perfect Balance Air Tower, with light, including, air hose, air chuck, waterproof globe, and electric cable to base outlet.....	200	71.28
No. 5 Perfect Balance Air and Water Tower, without light, including air hose, air chuck, water hose, and compression faucet.....	200	65.63
No. 6 Perfect Balance Air Tower, without light, including air hose and air chuck.....	200	56.25

Height over all.....13'
 Height to center bearing.....7'6"
 Length of hose arm.....5'6"
 Clearance under hose arm (when down).....7'6"
 Radius, will serve.....15'
 Diameter of base.....16"

Portable Garage Grease Guns



Model K



Model N

Model K

When crank is pushed in it disengages the low gear for the high gear, which operates the piston either up or down.

The cylinder is 20 inches long, 6 inches in diameter. Capacity, 20 pounds of grease or 2½ gallons of oil. Piston is covered with best quality cup-shaped leather, with an expansion ring which prevents contents from leaking by piston. It also has an automatic air vent which releases the vacuum in the cylinder when cranking the piston up. The base is provided with a stop lock, thereby holding the gun rigidly while cranking.

The register shows the exact amount of grease or oil taken out. Weight, 100 pounds.

Model K, each, f. o. b. factory.....\$75.00

Model N

This model is similar to Model K, except that it is designed to hold and work over twice the capacity, holding 56 pounds of grease or 7 gallons of oil.

The head is equipped with two sets of gears. The worm gear is used when forcing contents out and the other for refilling the gun. Change of gears is made by moving the lever up or down.

The cylinder is 30 inches long, 8 inches in diameter. Weight, 175 pounds.

Model N, each, f. o. b. factory.....\$115.00

Grease Bucket Pumps

Three Way Valveless

Has accurate adjustable measuring means graduated to 1½ lb. or ½ pt. Pumps old grease out of gear cases and clean grease. Size, 20x8 inches; 30-lb. capacity, heavy galvanized iron.

No. G663, three way valveless.....\$10.00

Double Action

Automatic, 32 lbs. capacity, air pressure model, with inside measuring means. Indicator readable through plate glass window. Size, 30x7 inches. Shipping weight, 65 pounds.

No. 32, double action.....\$27.50

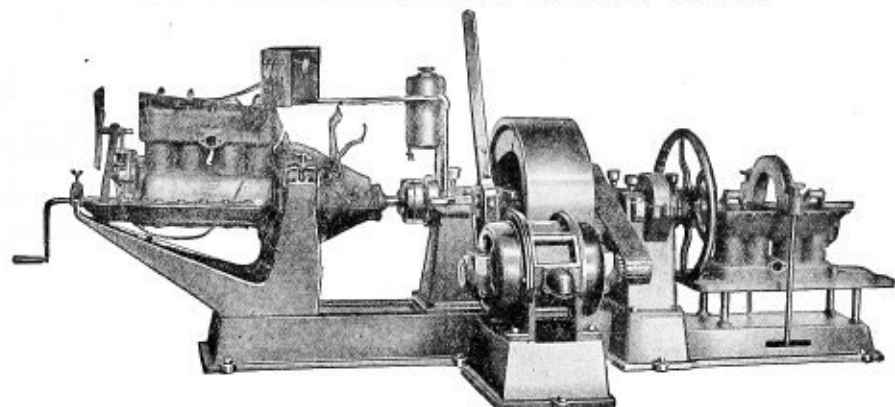


Double Action



GARAGE EQUIPMENT—Continued

Continental Universal Bearing Burning-in Machine



The above cut shows the Model 38-E direct motor-driven Continental Universal Burning-In Machine. The drive is positive, being through a silent chain. This represents the latest development in equipment of its class.

When the cost of large leather belting, pulleys, hangers and line shafting is figured in addition to the plain Burning-In Machine, it is cheaper in initial cost and more efficient in operation to install this direct-driven equipment.

From the illustration you will see that a motor can be run in or tested under its own power at the same time the bearings are being burned in on another. Attention is called to the adjustable table on the burning-in end. This permits any motor to be burned in without the purchase of large, expensive fixtures for securing the correct burning height for each block.

The flywheel and pulley is unusually large and heavy, assuring a high torque for the initial breaking loose of the bearings in burning in.

The Continental Universal Burning-In Machine is also supplied in the Model 38, which is the plain machine less motor or motor base for belt drive, either direct from motor or through a line shaft.

Floor Space: 8 feet 4 inches by 2 feet 3 inches.

Height: 35 inches.

Flywheel: 25-inch diameter, 10-inch face, weight 400 pounds.

Clutch: 23-inch diameter. Balanced type, 100 square inch surface.

Driving Plates: Interchangeable.

Driving Pins: Hardened steel.

Adjusting Screws: 1½-inch Chrome Nickel Steel.

Speed of Flywheel: 550 to 600 R. P. M.

Power Recommended: 15 to 25 H. P.

Model 38, Continental Burning-In Machine; plain machine without fixtures and with gas tank. Net weight, 1,400 pounds.

Model 38E, Continental Burning-In Machine; plain machine without fixtures and with gas tank, equipped with individual motor drive, 15 H. P. motor.

Net weight, 2,750.

Model	Name	Ship. Wt.	Price
38	Burning-In Machine, Plain. Without fixtures and with gas tank.....	1802	\$475.00
*38-E	Burning-In Machine, Motor Driven, same as Model 38, equipped with individual motor. 15 H.P. 3-phase, 60-cycle, 220-volt motor.....	2900	
38-21	Ford Driving Pin Plate.....	10	10.00
38-24	Ford Running-In Fixture.....	243	45.00
38-17	Fordson Driving Pin Plate.....	10	10.00
38-34	Fordson Running-In Fixture.....	385	50.00
38-175	Overland 4 Driving Pin Plate.....	10	10.00
38-177	Overland 4 Running-In Fixture.....	225	40.00
38-225	Chevrolet 490 Driving Pin Plate.....	10	10.00
38-227	Chevrolet 490 Running-In Fixture.....	225	45.00
38-250	Dodge Driving Pin Plate.....	10	10.00
38-252	Dodge Running-In Fixture.....	250	50.00

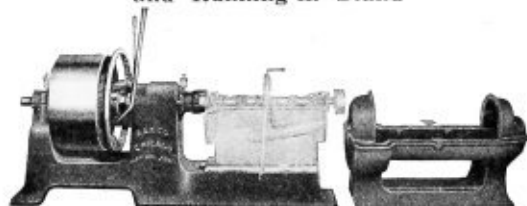
* Prices on application. If other current specifications and horsepower are desired, please advise when requesting quotation.

Prices F. O. B. Factory



GARAGE EQUIPMENT—Continued

American Universal Burning-in Motor Test and Running-in Stand



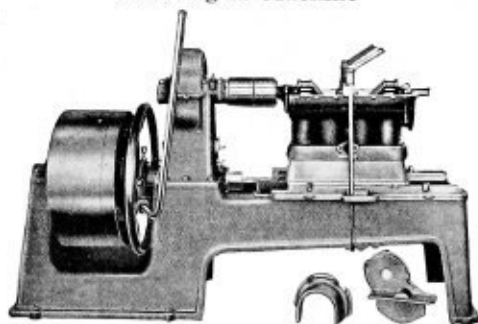
The transmission used on this equipment has a gear reduction giving two speeds of 200 and 500 R.P.M., with a pulley speed of 500 R.P.M. This change is made by a shift lever which permits the bearings to be burned at 200 R.P.M. and then run in at 500 without shifting the motor block.

Length over all, 85 inches; extreme height, 36 inches; width, 26 inches; size of flywheel, 22½ inches diameter, 10½ inches face. Flywheel speed, 500. Power recommended, 20 H.P.

Schedule of Prices and Fixtures

No. U1—Machine complete, with two (2) speeds, without fixtures, net weight, 1,250 pounds.....	\$495.00
No. U4—Fixture with Oil Sump for burning-in Fordson and Model "T" Ford Cylinder Blocks at 200 R. P. M., running-in Fordson and Model "T" Cylinder Blocks at 600 R. P. M. Testing Fordson Motor complete, less lower crank case, under own power, includes hood for covering Fordson fly wheel, gasoline tank and air wash supports, weight 252 pounds.....	73.00
No. U5—Fixture for testing Model "T" Ford Motor completely assembled, including gasoline tank, coil-board and water connections, weight 128 pounds.....	67.00
No. U6—Fixture for burning-in Model "T" Ford Bearings, Crankshaft in upside-down position, including flange, weight 63 pounds.....	26.00
No. U7—Fixture for burning-in Fordson Bearings, Crankshaft in upside-down position, weight 39 pounds.....	14.00
No. B6, Buick Burning-in Fixture.....	\$15.00
No. B1, Buick Run-in Fixture.....	75.00

Ford and Fordson Special Burning-in and Running-in Machine



The M100 Machine is especially designed for burning-in and running-in the bearings of the Model T Ford and Fordson blocks. It comes complete with all fixtures necessary for these operations. The top spindle runs at 175 R.P.M. and the lower spindle at 600, with a pulley speed of 600 R.P.M. The Karge flexible coupling is interchangeable for use on each spindle. It has a flexibility of ½ inch and is guaranteed for 150 H.P. This flexibility eliminates any knocking due to the block being out of alignment on the machine. Size of flywheel, 10½ inch face, 22½ diameter; speed of flywheel, 600 R.P.M. Horsepower recommended, 20.

No. M100, price\$525.00

Continental Portable Work Bench

The Continental Work Bench is 60 inches long, 20 inches wide and 33 inches high, substantially built with angle iron legs and high grade lumber. The top shelf contains sixteen holes for holding valves, springs and washers. The board underneath this shelf may be used for hanging tools. The top of the bench has a working surface 2 inches thick to which a vise may be fastened. Six bins are arranged in the rear of table top for parts of distributors, carburetors, nuts, bolts, etc. Immediately in front of these bins is one full-length compartment the full width for holding connecting rods, pistons and integral parts, and these compartments may be numbered according to the cylinder of the engine. A larger compartment provides for manifolds, gears, etc. Large parts may be placed on lower shelf.



This husky bench is equipped with a steel bottomed drawer for tools and parts. Shipped knocked down, crated flat. Shipping weight, 205 pounds.

No. 30, complete.....\$27.50

Continental Parts and Tool Tray



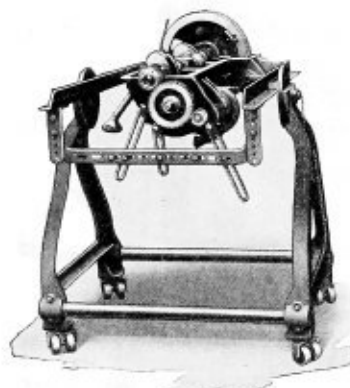
The Continental Parts and Tool Tray is one of the handiest devices around the garage, factory and machine shop. It is especially well constructed and mounted on large double wheel casters that make it a portable outfit. In the assembly and disassembly of automobiles, trucks and their component parts, this portable bench proves itself to be indispensable. The top is of solid metal and parts can be washed right in the tray. It keeps the tools together instead of being scattered all over the shop and keeps various parts from being distributed from one end of the building to the other, or lost in dirt and grease. By moving the set screws the height of the lower pan may be adjusted to suit your requirements. It is shipped knocked down, crated flat, to reduce cost of transportation. Weight, 200 lbs.

No. 33, each, F. O. B. factory.....\$25.00



GARAGE EQUIPMENT—Continued

Continental Universal Motor Stand



The Continental is a Universal Motor Stand. It handles practically all three and four point suspension motors and also the Ford motor.

This stand is extensively used for truck, tractor, passenger car and aeroplane motors.

The Model 10-A Stand comes completely equipped for handling practically all the various kinds of motors in use today. The Universal Side Rails have an adjustable front motor support together with two extension brackets for attaching

to the rear motor feet. The Side Rails without either the supports or the extension brackets handle four-point suspension motors and when the front feet are spaced narrower than the rear or vice versa the extension brackets are used for bolting the narrower feet to the rails. These brackets may also be used to raise or lower the motor to get the correct balance.

The front motor support handles all three-point suspension motors. It is adjustable in height and adjustable in width and can be used underneath or above the Side Rails. It is slotted its entire length and three slotted straps are furnished for connecting it to the holes in the timing gear case flange of the motor. This gives a quick set-up when changing from one kind of a motor to another.

The front motor support is also furnished with two special brackets which, when the front motor support is swung underneath the Side Rails, extend upward and attach to the machining holes in the upper crank case of such motors as Continental, Cleveland, Willlys-Knight, etc.

The 10-A Continental Motor Stand has proven wherever comparative tests were made to be by far the most universal, the speediest and the best overhaul Motor Stand that is obtainable. It is provided with strong double wheel casters, which make the outfit portable, and has a width adjustment from nothing to 35 inches and a height adjustment of 5 inches.

For handling the Ford motor we can furnish the Model 12 Ford Attachments for this stand and these attachments make an extremely serviceable outfit for Ford work.

Name	Weight	Price
No. 10-A Universal Motor Stand.....	286 lbs.	\$54.00
No. 12 Ford Attachments	23 lbs.	5.00

Continental Ford Motor Stand

It is not necessary to remove the crank case or take off the transmission before the motor can be fastened to the stand.

After the complete motor is placed in the Continental Ford Engine Stand it can be turned to any position and firmly locked.

The stand is a heavy construction, many parts are built of steel. Every stand is portable, malleable casters being used. The height is 34 inches, which is correct for efficient work.

Shipped knocked down, crated flat. Shipping weight, 140 pounds.

No. 13, each, F. O. B. factory.....\$25.00



Carswell-Hammond Motor Stands



FOR FORD MOTORS

In operating this stand, the motor block is placed on the top plate and held securely down as shown in illustration. A motor can be entirely assembled or disassembled without removing it from the stand. Foot pedal operates plunger which holds block in each position.

No. G50, each, 170 lbs.,
F. O. B. factory.....\$42.50

Dodge Motor Bench

The C-H Motor Bench for the Dodge motor is the same construction as that for the Ford shown above.

No. G51, each, 210 lbs.,
F. O. B. factory.....\$47.50

Fordson Tractor Motor Bench

This machine handles the Fordson tractor motor the same as the stand for the Ford motor.

No. G52, each, 325 lbs., F. O. B. factory.....\$50.00

Manley Motor Stand for Ford and Chevrolet



The Manley Ford-Chevrolet Engine Stands are built to overcome every objectionable feature of Stands of this type. The new Fitting enables the engine to be mounted in such a way that all parts are accessible, as well as the center bearing nut.

The cone clutch locking method allows the mechanic to lock the motor in any position in a complete circle. The whole power plant, including the Oil Pans, can be assembled or disassembled while on the Stand.

The improved semi-portable diagonal base automatically locks itself on the floor.

A boss and angle clip on the fitting relieve the cap screws of all strain—eliminating the danger of breaking water jacket.

Cat. No.	Weight	Price
190 Ford Universal Engine Stand, without Tray	106 lbs.	\$39.00
172 Tool Tray	12 "	5.00
178 Chevrolet 490 and F. B. Fitting.....	21 "	9.00
192 Chevrolet Universal Engine Stand without Tray	112 "	39.00
179 Ford Fitting	16 "	9.00

GARAGE EQUIPMENT—Continued

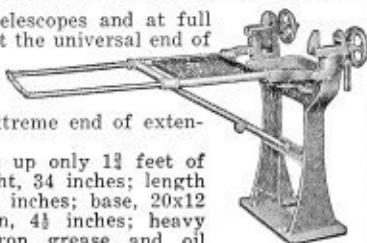
Universal Front System and Rear Axle Repair Stand

The entire front system of any car, after it has been removed from under the chassis, can be clamped in the vises and completely overhauled, saving labor and time.

The extension telescopes and at full length will support the universal end of the propeller shaft and the radius rods. Will support 250 lbs. at extreme end of extension.

The stand takes up only 1½ feet of floor space. Height, 34 inches; length fully extended, 53 inches; base, 20x12 inches; vises, open, 4½ inches; heavy removable cast iron grease and oil catch pan; sheet metal pan permanently fastened to extension. Weight, 230 pounds.

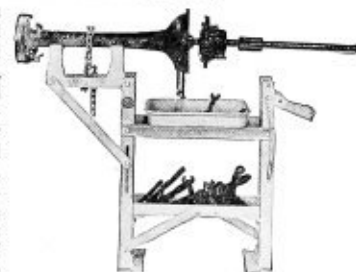
No. M14, Stand, price F. O. B. factory.....\$86.00



Continental Axle Stand

This Stand is universal and will handle any and all types of axles, both front and rear. It is indispensable for manufacturing and repair purposes. Heavily constructed; 34 inches in height; occupies a floor space of 12x22 inches. The grease pan is of heavy cast iron and is of such construction as to be easily cleaned. The chain vise will take care of all sizes and types of axles and being adjustable conforms to the shape of the housing. The support opposite the vise locks in position when in use and when separating a semi-floating axle it may be unlocked and drops down so as to allow one housing to be readily removed.

Shipped knocked down, crated flat, weight 180 lbs.
No. 20, each, F. O. B. factory.....\$27.50



Continental Propeller Stand

This stand can be used as a separate unit or forms an ideal combination with any axle stand. In the usual run of repair work a stand for holding propellers is a great convenience for there is considerable work to be done on pinions, universal joints, propeller shaft bearings, etc. Sturdily constructed, yet light enough to be portable without having casters. This stand is 35 inches high and takes up a floor space 19x25 inches. Shipped knocked down in crate.

No. 73, Propeller Stand\$15.00
No. 20-73, Axle and Propeller Stand (as illustrated), Combination 234 lbs., F. O. B. factory..\$40.00



(Used as combination with axle stand.)

Continental Radiator Stand



It takes only a few minutes to solder a radiator, but it often takes the mechanic hours to get it to the proper position. Solder won't run up hill. The Continental Radiator Stand was designed to overcome this difficulty, and with it the radiator can be turned in any possible position and locked at any level. The outer frame revolves with its axis of rotation in one direction, while the inner frame revolves in the opposite direction.

As the Stand is portable, it is not necessary to take the radiator off the Stand in testing for leaks. It is constructed of structural steel, and although light, is amply strong to handle the heaviest truck radiator. The clamps which are furnished are covered on the ends with rubber so as to not injure the most highly finished radiators, and the supports are made of wood for the same reason.

The Stand is 34 inches in height and occupies a floor space of 24x26 inches. Shipped knocked down, crated flat, weight, 180 lbs.

No. 19, each, F. O. B. factory.....\$25.00

Little Giant Rim Tool



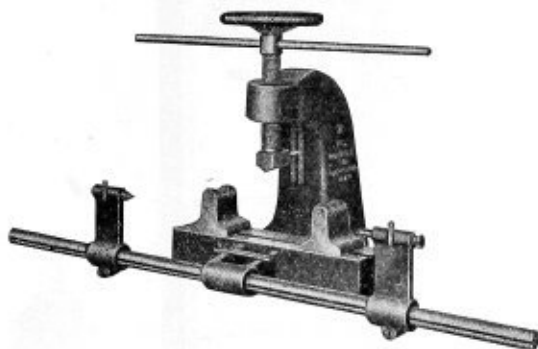
Any mechanic can remove a tire from a split rim in one minute with this tool. Turning the handle does the work. Has angle steel frame, bar steel braces. Height, 30½ inches; top 27½ inches wide by 26 inches deep.

No. 30, each\$30.00



GARAGE EQUIPMENT—Continued

Geier Straightening Press



These presses are popular models for general machine shop use in straightening shafts, arbors, forgings, drills, reamers, spindles, broaches, etc.

Specifications No. 3

Height of body casting, 23½ inches; length of bed, 34 inches; greatest distance between centers, 53 inches; from center of screw to body, 5½ inches; centering shaft, 1½-inch diameter, 64 inches long; lever, 1-inch diameter, 36 inches long; screw, 2-inch diameter, 4-pitch Acme; hand wheel, 11-inch diameter; net weight, 500 lbs.; one ½-inch set-screw wrench.

Capacity—Will bend or straighten stock up to 2½-inch diameter or any crank shaft not over 52 inches long that will swing within 10-inch circle.

No. 3, each, F. O. B. factory.....\$100.00

No. 2F Special Crank Shaft Straightening Press

This press is equipped with a dial test indicator mounted on the centering shaft. Height of body casting, 18½ inches; length of bed, 26 inches; greatest distance between centers, 37 inches; centering shaft, 1½x49 inches; net weight, 332 pounds.

No. 2F.....\$115.00

Brown & Sharp Dial Test Indicator

English or Metric Measure

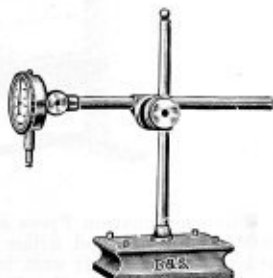
The dial reads to .001", has a white enamel face and is adjustable to allow the setting of the zero to any required position. The spindle has 1-4" movement.

Metric Measure.—This indicator is also made with a metric dial that reads to 1-100 of a millimeter.

Specifications.—Diameter of dial, 1½ in.; spindle has ¼-in. movement; length of base, 4½ in.; width, 3½ in.; thickness, 1½ in.

This instrument is regular garage equipment and is recommended by the Ford Motor Company. Used in connection with straightening crank shafts and all shaft work.

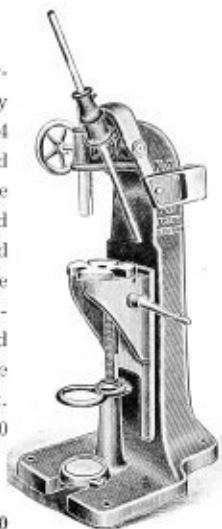
No. 733, complete in case, each.....\$30.00



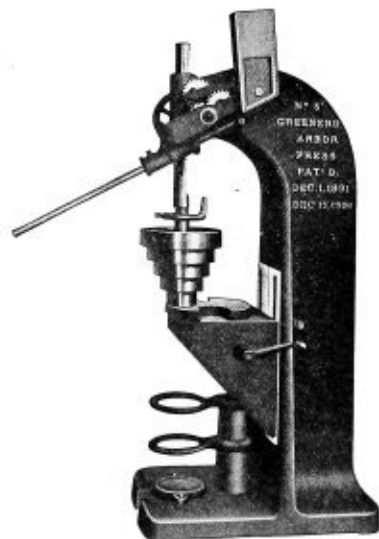
No. 4 Arbor Press

These presses are very powerful and rigid and cover a very wide range of work. The No. 4 has an adjustable knee tongued into the planed surface on the frame. Two studs with nuts hold the knee against the frame, and a square-threaded screw of coarse pitch supports the knee in position without tightening the stud nuts. Furnished only complete with stand as shown at right. Weight, 1,000 lbs.; height, 60 inches.

No. 4, Press, complete with stand, F. O. B. factory...\$150.00



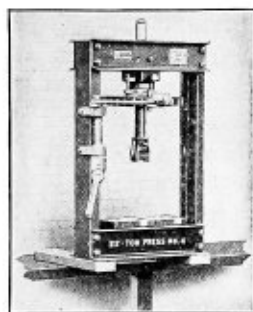
No. 5 Arbor Press



The No. 5 Press has the same frame and knee construction as the No. 4. The leverage, however, is increased to 150 to 1. This is accomplished by applying the power through two chrome vanadium heat-treated pinions which engage the rack.

With this press one man can exert 10 tons pressure, while two men can exert 16 to 18 tons pressure. Base, 24x36 inches; height, 66 inches; maximum over plate, 30 inches; minimum, 17 inches; movement of rack, 15½ inches; weight, 1,550 lbs.

No. 5, each, F. O. B. factory.....\$250.00


GARAGE EQUIPMENT—Continued
Manley 22-Ton Bench Press
Guaranteed 30 Tons


No. 4

This Press is the top half of the 22-ton Press, and may be mounted on a bench or some other suitable support. It has capacity in width and distance under the screw to handle a very large proportion of Garage work. Every feature of the complete press is found in the Bench Press as far as it applies. It has the same screw, the same hand wheel and the same leverages. Capacity in width 19 in., under screw 19 in. Weight 255 lbs.

No. 4 \$58.00

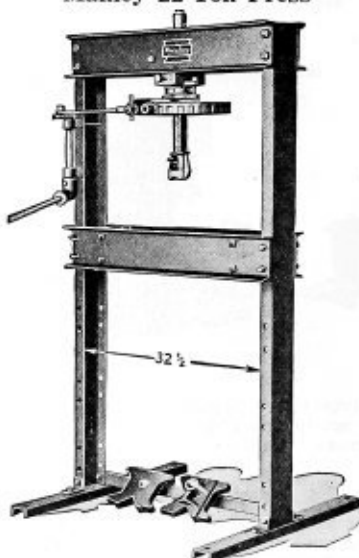
Bottom part of complete Press may be purchased at any time. Being built to jigs, they will fit perfectly.

Manley Rack and Pinion Arbor Press


No. 10 LEVERAGE—14 to 1

This Press is especially adapted to all garage work within its capacity. The strength of it will be appreciated when its weight of 120 lbs. is considered. This is about the weight of cast iron presses of this type, and as steel is three times stronger than cast iron, the Manley Press is unbreakable. It is amply braced for exceptional rigidity. Made of steel except the Rack and Pinion housing. The Rack has coarse pitched teeth, $1\frac{1}{2}$ " wide, and the Pinion is high carbon steel. The handle is $\frac{1}{2}$ " steel, and slides in the Pinion Hub for different leverages. Is equipped with a sliding V block, which automatically adjusts itself to all sizes of arbors, hubs and bushings. Clearance under ram 13". Capacity 2 Tons. Weight 118 lbs.

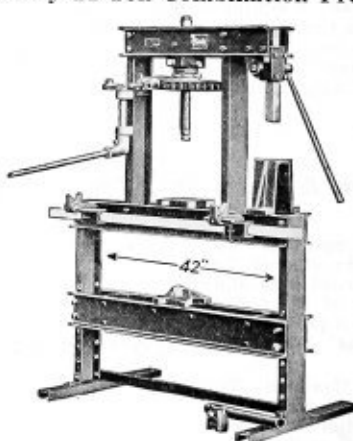
No. 10 \$36.50

Manley 22-Ton Press


The above press is built for severe service. The new improved leverage makes it the easiest operating press on the market. The screw is so constructed that when full pressure is applied the top of screw can be struck with a sledge, in extreme cases where the pressure alone fails to remove the part, without damaging the press.

The table is adjustable in height. Leverage 2,200-4,800 to 1.

No. 2, 32-inch press, weight 425 pounds.....\$90.00

Manley 22-Ton Combination Press


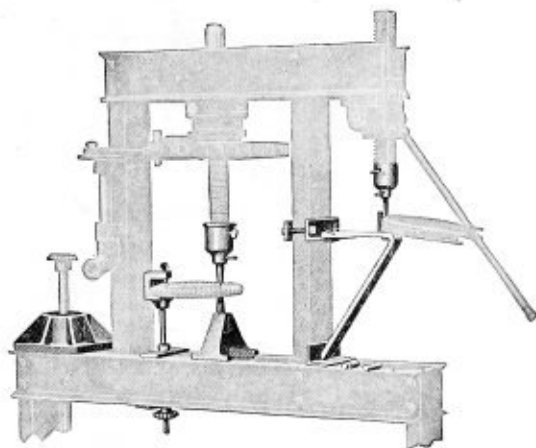
This Combination Press consists of a powerful screw press, a high speed arbor press and a straightening press. An essential unit in any shop. Leverage 180-4,800 to 1. An extension bar is furnished for the screw for work on lower table.

No. 1, Plain 22-Ton Press, weight 495 lbs.....\$100.00
 No. 21, 22-Ton Press, with Rack and Pinion Attachment, weight 572 lbs..... 130.00
 No. 1-49, 22-Ton Press with Straightening Attachment, weight 535 lbs..... 115.00
 No. 21-49, 22-Ton Press with Rack and Pinion Attachment and Straightening Attachment, weight 612 lbs..... 145.00



GARAGE EQUIPMENT—Continued

Attachments for Manley Presses



Write for special catalog for full description.

- No. 46—Ring Gear Riveting for Presses Nos. 6 and 26\$15.00
- No. 45—Same for Presses Nos. 1, 2, 4, 24 and 2..... 15.00
- No. 47—Brake and Transmission Band Rivet and Rivet Cutting for Presses Nos. 21 and 24 16.00
- No. 39—Same for Press No. 26..... 10.00
- No. 48—Compression Clutch 17.50
- No. 49—Straightening Attachment for any Press except 4, 24 and 10..... 15.00

Arbor Press Bushing Drivers and Ball Race Tools for Fords

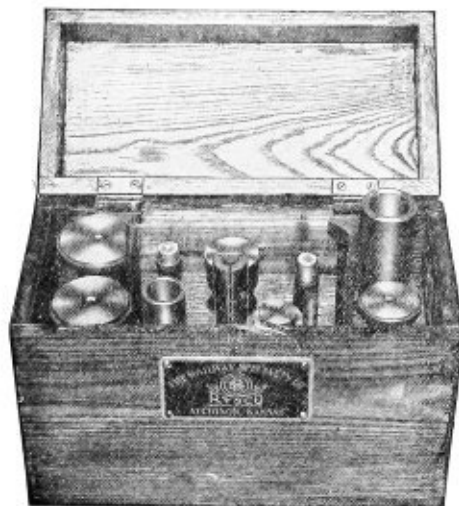


The above illustration shows a complete set of twelve Arbor Press Bushing Drivers and Tools, which are great time savers in any Ford Service Repair Shop. These Tools are all manufactured from high grade, hardened steel, and are made to withstand long and severe usage.

These tools can also be furnished separately at the following net prices:

Order No.	Description	Price
No. 1—	Spindle Body Bushing Bracket.....	\$0.80
No. 2—	Inner or Outer Ball Race Remover.....	.80
No. 3—	Spindle Arm Bushing Driver.....	1.50
No. 4—	Triple Gear Bushing Driver.....	1.60
No. 5—	Transmission Brake Drum Bushing Driver	5.25
No. 6—	Tool for Driving Timing Gear on Crank Shaft	4.25
No. 7—	Tool for Driving Roller Bearing Sleeve on Propeller Shaft.....	3.75
No. 8—	Front Wheel Outer Ball Race Driver....	4.00
No. 9—	Slow Speed Bushing Driver.....	3.50
No. 10—	Front Wheel Inner Ball Race Driver.....	4.25
No. 11—	Reverse Drum Bushing Driver.....	4.35
No. 12—	Driven Gear Puller Block.....	.50

Arbor Press Bushing Drivers and Ball Race Tools for Fords



Weight, per set, 30 pounds.

No. R6, price per set in box.....\$35.00

Bushing Removers



These tools solve the old time-wasting and patience-trying job of removing bushings.

STANDARD SET

No. 1—	$\frac{1}{8}$ " to $\frac{1}{4}$ ".....	\$2.25
No. 2—	$\frac{3}{8}$ " to $\frac{1}{2}$ ".....	2.50
No. 3—	$\frac{5}{8}$ " to $\frac{3}{4}$ ".....	2.75
No. 4—	$\frac{7}{8}$ " to $1\frac{1}{8}$ ".....	3.00
No. 5—	$1\frac{1}{4}$ " to $1\frac{3}{4}$ ".....	3.25
No. 20—	Blind or pocket bushings.....	5.00
No. 50,	set complete.....	18.00

FORD SET

The Ford set consists of Nos. 2, 3, 4 and 5 from the Standard Set.

No. 51, set complete.....\$10.75



GARAGE EQUIPMENT—Continued

Universal Cylinder Reboring Tool



This illustration shows method of mounting tool on closed end cylinder block

This new model tool is designed to rebores practically all makes of automobile, tractor, stationary, marine or airplane, either open or closed-end cylinders, and will rebores true and straight. Deep scores or connecting rod clearances are no obstacle.

An important feature of this tool is a feed screw having square threads so that the screw can be journaled in bearings which will hold it against any undesired movement and without injury to the thread, at the same time providing a perfectly rigid bearing of approximately five inches.

This tool is intended to be used either by hand, under a drill press, or with the universal power attachment, and on detachable head cylinders the reboring can be done without removing the cylinder block from the car. This tool has a universal adjustment whereby the operator can set the cutters at any desired size within one-half of one-thousandth of an inch, thus enabling him to rebores the cylinder in one operation to fit pistons already made regardless of the oversize of the pistons.

No. 00—Fordson Tractor and Ford Model T Special ranges of expansion $3\frac{3}{4}$ to $4\frac{1}{8}$	\$175.00
No. 1—Ford Special, adjustable for oversize pistons	167.19
No. A1—Dodge Bros. Special adjustable for all oversize pistons	175.00
No. 2—Range of Expansion $2\frac{1}{2}$ to $3\frac{3}{4}$	200.63
No. 3—Range of Expansion $3\frac{3}{4}$ to $4\frac{1}{8}$	200.63
No. 4—Range of Expansion $3\frac{1}{4}$ to $5\frac{1}{8}$	200.63
No. 5—Range of Expansion $2\frac{1}{2}$ to $5\frac{1}{8}$	300.94
Small Head Attachment for No. 3 Machine, Range of Expansion $2\frac{1}{2}$ to $3\frac{3}{4}$	66.88
Small Head Attachment for No. 4 Machine, Range of Expansion $2\frac{1}{2}$ to $3\frac{1}{4}$	100.31
Power Drive with Hand Drill Shaft Connection.....	56.23

(Prices are f. o. b. factory)

Main Bearing Equipment



Model C1

For Boring Ford Main Bearings

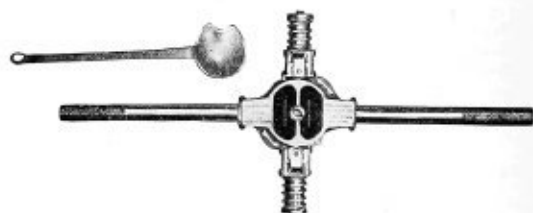
A machine for boring the main bearings in Ford cylinder blocks. Adjustable to worn crankshafts. All three bearings are bored with one continuous operation in straight alignment. A gauge for correctly setting the cutting tools, also a socket for operating with $\frac{3}{4}$ -inch electric drill are furnished with each machine. Weight 110 lbs.

No. C1, complete.....\$105.00

Model C-2 for Boring Fordson Bearings

Similar to No. C1, except it is for boring all three main bearings on Fordson cylinder blocks. Gauges for correctly setting the cutter tools, and to gauge the facing of the end-thrust bearing; also socket for operating with $\frac{3}{4}$ -inch electric drill are furnished with each machine. Weight 170 lbs.

No. C2, complete.....\$130.00



Model H4

Tool For Babbitting Bearings

A simple, practical tool for babbitting the bearings in a Model T Ford cylinder block. Do not preheat this tool. So easy to operate a ten-year-old boy can cast good bearings with it. Shears off like a jack-knife. Weight 17 lbs.

No. H4, complete with ladle.....\$37.50

Model H-40 for Fordson Bearings

Similar to No. H4 except this tool is for babbitting the bearings in a Fordson cylinder block. Do not preheat this tool. Casts flanges on end-thrust bearing. Weight 20 lbs.

No. H40, complete with ladle.....\$42.50

Jigs for Casting Bearings

Practical jigs for casting new bearings in Model T Ford and Fordson connecting rods and caps. Water cooled for fast work. Shears off the core, then kicks out the rod or cap with the new bearing in, ready to be bored with No. C59 boring machine (Tool C59 lists at \$120).

No. C6, for Ford.....\$30.00

No. C10, for Fordson.....35.00

Connecting Rod Boring Attachments

Inexpensive tools to be attached to No. C1 and No. C2 for boring connecting rods.

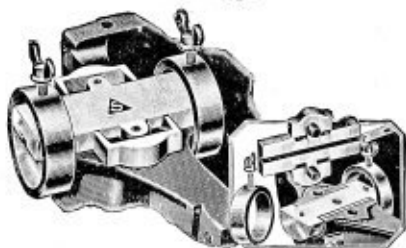
No. C5, for Ford.....\$12.50

No. C9, for Fordson.....17.50



GARAGE EQUIPMENT—Continued

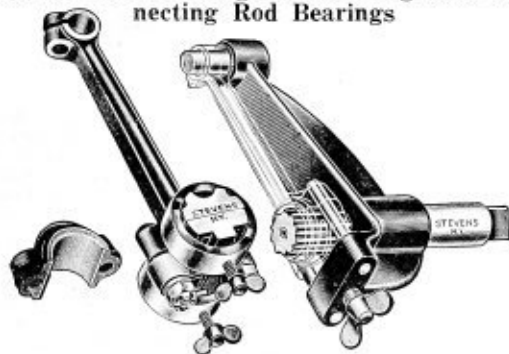
Re-Babbitting Jigs for Ford Crankshaft Bearings



Why send cylinder blocks to the service station for re-babbitting when you can get excellent results, at less cost and greater speed, by using this efficient set of small jigs. They make properly formed bearings even better than some elaborate, costly equipment.

No. T125, Set of 3 Jigs, complete.....\$12.00

Jigs for Re-Babbitting and Reaming Ford Connecting Rod Bearings



The Ford man can turn out an excellent job with Stevens connecting rod jig, because it follows the correct factory practice of casting the two pieces separately. No cutting or filing is necessary, as is the case when the two pieces are cast together.

No. T126.....\$5.00

Connecting rod reamer and jig. The rod is automatically secured for guiding reamer through exact center of bearings so rods will be of standard length and aligned properly with piston. Reamer finishes bearing to exact size; has extra long shank to fit jig.

No. T130, Jig.....\$5.00

No. 3024, Reamer.....\$4.00



Triple Gear Riveting Jig for Ford Cars

This fixture automatically spaces pins endwise for riveting the triple gears.

No. W12, price.....\$4.00

Combination Sleeve Puller

Can be used for both ends of the housing. The combination feature makes it possible to use this puller when the shaft is either in or out of the housing. Weight, 7½ pounds.

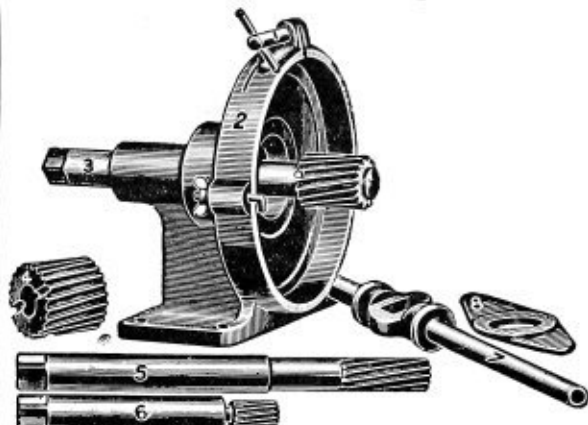
No. M41, Ford.....\$6.00

No. M52, Ford Truck Sleeve Puller. 8.00



M41

Transmission Bushing Reaming Machine



A device which reams the transmission drums and triple gear, securing perfect alignment by means of the long bearing in the rear of the machine which guides the reamer and prevents any inaccuracy in the work. It is possible to completely overhaul the transmission and triple gears in 30 minutes, securing a perfect fit of all bushings and preventing any noisy transmission gears which would result from the slightest inaccuracy in the fitting of these drums.

All reamers are especially designed with spiral flutes and do practically all the cutting on point of reamer; flutes serve to give final finish by scraping slightly. Average time required to insert ream and take out drum is less than two minutes each. Furnished with reamers for transmission drums and triple gear.

No. W10, net price, complete.....\$75.00

Transmission Drum Support



For supporting transmission drums on the bed of the arbor press when removing or pushing out the bushings. This device has three different positions so that it can be used on all three of the drums. Weight, 5 lbs.

No. M10, each.....\$2.50

Giant Punches

The "tool of a thousand and one uses," from driving cups and sleeves to operating a jack. It is twelve inches long; chisel steel. Made in three sizes of point, ¼, ⅜, ½ inch.

Set of three Giant Punches:

¼-inch hex. steel, ⅝-inch point

⅜-inch hex. steel, ⅞-inch point

½-inch hex. steel, 1-inch point

put up in neat wood box.

No. T454, Set of 3.....\$2.50





GARAGE EQUIPMENT—Continued

Ford Pinion Gear Puller



Model TF508

The most difficult pinion or gear to remove in the Ford car is the drive shaft pinion. This difficulty can be overcome by the use of this pinion puller, which consists of two malleable castings, with case hardened flanges which fit under the narrow shoulder of the drive shaft pinion. A collar is furnished which fits over the two castings, holding them in place, while a turning down of the set screw removes the pinion. Made of tool steel. Net weight, 7 lbs.

No. TF508, price.....\$7.50

Ball Bearing and Slip Ring Puller

Serves both as a ball bearing puller and slip ring puller on all makes of magnet armatures. A set of three different sized bushings accompanies the outfit, which will enable you to remove different size ball races. The work is done with ease and without the slightest injury to any of the parts.



No. G484, each.....\$15.00

New Model Wheel Puller



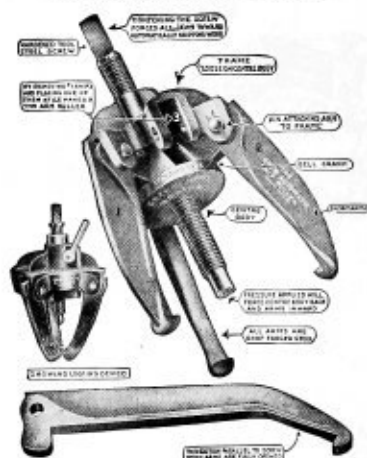
For removing tractor wheels, flywheels, transmission and cam shaft gears, commutators, sprockets, collars, pulleys, propellers, couplings, etc. The point of the screw is flat with inserted tempered tool steel point. Will not spread centers. Works equally well on work without centers. The strain is taken on the flat point of screw. Grease to keep from cutting.

	Price
No. 0—Two Arm Puller, 3-inch arms.....	\$ 3.00
No. 2—Two Arm Puller, 6-inch arms.....	7.50
No. 3—Two Arm Puller, 7-inch arms.....	8.80
No. 2—Three Arm Puller, 6-inch arms.....	9.45
No. 3—Three Arm Puller, 7-inch arms.....	11.70

Parts for Wheel Puller

No. 2—Two Arm Beam for No. 2 Puller.....	\$2.40
No. 2—Three Arm Beam for No. 2 Puller.....	3.20
No. 2—Screw for No. 2 Puller.....	2.20
No. 2—Locking Arm for No. 2 Puller, 6-inch.....	1.25
No. 2—Pins for No. 2 Puller.....	.10
No. 2—Two Arm Beam for No. 3 Puller.....	3.10
No. 3—Three Arm Beam for No. 3 Puller.....	4.40
No. 3—Screw for No. 3 Puller.....	2.50
No. 3—Pins for No. 3 Puller.....	.10
No. 3—Locking Arm for No. 3 Puller, 7-inch.....	1.50

Automatic Grip Puller



Automatic Grip Puller

Senior Size—Designed for heavy work—a one-man puller with a locking device. Capacity, 1 to 18 inches. Complete with two sets of jaws; 7-inch jaws open to 10 inches, and 12-inch jaws to 18 inches. Screw of hardened steel, 1 inch diameter, 14 inches long. (See Arbor Press Base Attachment.) Shipping weight, 30 pounds.

No. 1, complete.....\$25.00

Junior Size—Designed for all types of motors. Will remove magnet and pump shaft gears, couplings, etc. An efficient tool for all small work. Capacity, 1 to 7 inches. Complete with two sets of jaws; 3½-inch jaws open to 4 inches, and 6-inch jaws to 7 inches. Screw of hardened steel, ¾ inch diameter, 7½ inches long. (See Bearing and Race Attachment.) Shipping weight, 4 pounds.

No. 2, complete.....\$12.00

Intermediate Size—Designed to pull the average motor gears, such as timing, pinion, transmission, differential and crank shaft gears, cardan and universal joints, pulleys and for general work. Capacity, 1 to 12 inches. Complete with two sets of jaws; 5-inch jaws open to 8 inches, and 9½-inch jaws to 12 inches. Screw of hardened steel, ½ inch diameter, 10 inches long. (See Gear Attachments.) Shipping weight, 18 pounds.

No. 3, complete.....\$18.00

Wheel Puller for Fords



Made of heavy malleable iron and equipped with a ¾-inch case-hardened pulling screw and a 7/16-inch side clamp screw. To use, simply screw puller on the end of the axle shaft, tighten side clamp so it will not injure threads, draw the ¾-inch screw against the axle. By striking end of the screw the jar loosens the wheel very quickly.

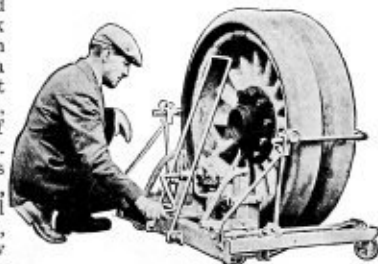
No. G847, each.....\$1.00



GARAGE EQUIPMENT—Continued

Truck Wheel Dolly

To remove and replace a truck wheel of even normal size is a most difficult piece of work, without the aid of the Manley Dolly. It is dangerous and heavy work, requiring several men, blocks, wedges, crow bars, etc., consuming minutes instead of seconds. The Manley method of raising the wheel from the bottom allows the Dolly to be used on any truck in existence, no matter how far the body projects over the wheel. Weight, 210 pounds. No. 275, price.....\$135.00

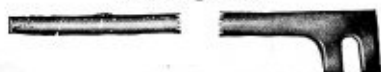


Auto Running Gear Aligner



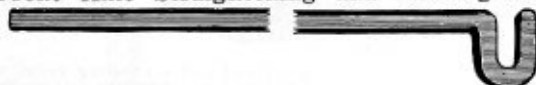
This device tells instantly whether front wheels are in proper alignment and if not how much they are out. No. G63, each.....\$12.00

Bending Iron



For bending lamp brackets, straightening connecting rods and fender irons. Net weight, 3 lbs. No. M56, each.....\$2.00

Front Axle Straightening and Bending Bar



For aligning the front axle to insure easy steering. Length, 56 inches. Net weight, 20 lbs. No. M9, each.....\$6.00

Testing Bar for Ford and Fordson



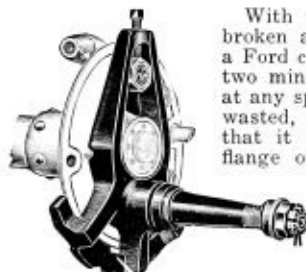
For testing the stiffness of crank connecting rod bearings. This bar is made of exceptionally good steel with tool steel tempered pins that will not twist or bend. Weight, 5 lbs. No. M5, Ford, each.....\$2.00
No. A9, Fordson, each.....2.50

Turning Bar for Ford



Square bent end bar to turn the motor after transmission has been assembled to crankshaft. Weight, 6 lbs. No. M6, each.....\$1.80

Emergency Axle



With this device, in case of a broken axle shaft you can place a Ford car on wheels in less than two minutes and pull the car in at any speed desired with no time wasted, as it is so constructed that it merely hooks under the flange on the axle housing and has a set screw on top which when screwed down holds the device firmly in place on the axle housing.

The axle stub is made to take the Ford front axle cones and a Ford front wheel is used.

Weight, 9 lbs.

No. 1, price, without cones.....\$6.00

Emergency Axle No. 4

For Ford Cars

No. 4 has a steel sleeve which goes into the axle housing where the Hyatt Roller Bearing runs and is held into place by the brake-shoe bolt going through a lug on the emergency axle.

The spindle is made of steel and tapered to fit the rear wheel hub and revolves in a lubricated bearing four inches long. A grease cup is attached to bearing.

The car will have same height as under normal conditions. A shock absorber or other accessory will not be interfered with when installing this emergency axle. There is no wear on housing or wheel hub.

Weight, 10 lbs.

No. 4, price.....\$7.00



Emergency Axle No. 5

For One Ton Ford Truck

The No. 5 is identical to the No. 4, except that it is larger and heavier throughout.

No. 5, weight 26 lbs., price.....\$12.00

Ford Emergency Wheel Clamping Device



In case of a broken rear axle, locked differential and various other troubles, this device can be placed on a rear axle housing for towing the car. It is so constructed that it hooks over the housing with four hook bolts. It is furnished with the standard Ford ball races which permit the use of the regular Ford front wheel while towing in the disabled car. Net weight, 13 lbs.

No. M28, price.....\$12.00

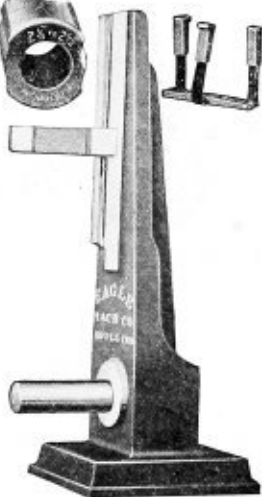
No. M51, Ford Truck.....18.00


GARAGE EQUIPMENT—Continued
Universal Aligning Fixture


This Universal Connecting Rod and Piston Aligner enables the repairman to align the rod alone or assembled with the piston. It is very heavily built and the rod can be straightened on the aligner or in a vise using the small vise clamp.

This Aligner is furnished complete with four patented bushings, the design of which enables them to take all sizes of bearings from 1½ to 2½ inch diameter.

No. G59, price.....\$50.00


Junior Aligning Fixture

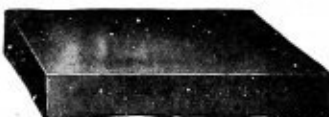
Designed to fit Ford, Overland 4 and Chevrolet 490 connecting rods. This tool is machined with the same care and precision that is given the fixture described above. This outfit includes one patented bushing, an adjustable square and a vise clamp as standard equipment.

No. G798, complete.....\$25.00


Surface Plate

For testing level of main bearing and connecting rod caps. This gauge enables the workman to obtain perfect accuracy on this kind of work. It is the only means of determining accurate level in fitting the caps so they will fit evenly without rocking. Weight, 22 lbs.

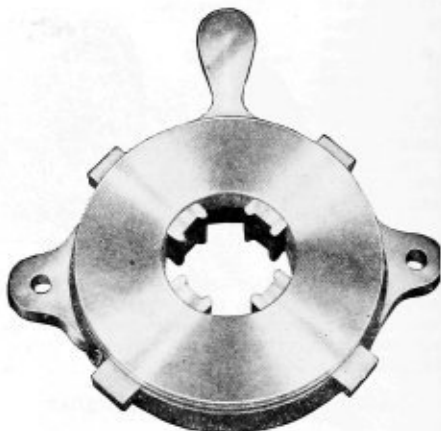
No. M7, each.....\$5.00


Engine Cleaner

For cleaning dirt and grease from the machinery of automobiles and motorcycles.

Constructed on scientific lines. No danger of explosion. The long spout reaches every nook and corner of the machinery. Fluid capacity, two quarts. Air may be supplied from any system that produces from 20 to 200 pounds pressure. Fluid is forced out in a heavy spray, requiring not over five minutes to thoroughly clean the machinery. Size, 20½ inches long by 4 inches in diameter. Weight, 2 pounds.

No. G92, each.....\$3.50

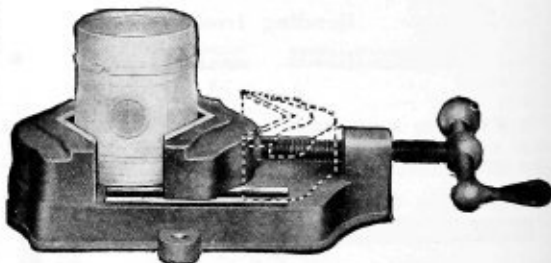

Universal Vise


A Vise that handles all the round parts of an automobile from ½ to 4½ inches in diameter. Two sets of jaws are furnished, which can be instantly changed.

The Universal Vise can be instantly adjusted to hold round or square parts. It has four movable jaws that are adjusted by revolving handle. Two and one-half turns of this handle will move the jaws from minimum to maximum capacity.

This vise is very heavily constructed and exceptionally fast and efficient. Weight, 50 pounds.

G60, price.....\$35.00

Universal Piston Clamp


For use when assembling pistons and connecting rods. It is built on the style of vise and will accommodate pistons between 3-inch and 6-inch diameter. Net weight, 24 lbs.

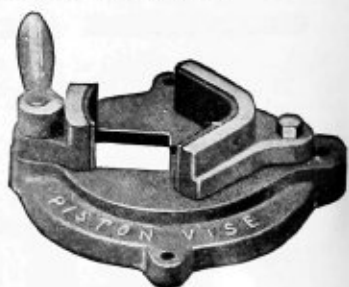
No. U2, price.....\$10.50

Continental Piston Vise

This is a universal piston vise for handling all sizes of pistons from 2½ to 5 inches in diameter. It is quick acting and instantly adjustable.

Set the piston on the vise, loosen the movable jaw so that the piston fits snug when the eccentric handle is in the released position. Tighten the cap screw in the movable jaw and you are ready to handle any number of pistons of that particular size.

No. 27, each.....\$8.00





GARAGE EQUIPMENT—Continued

Chain Hoists

This line is noted for its excellence. The wheels mesh perfectly with the accurate fitting steel chain used. All castings insure full strength and minimum friction. Every block is thoroughly tested before being shipped.

The Superior Triple-Geared Block is the most powerful and efficient one ever built. It is a high-speed, easy-lifting block, free from friction.

The Weston Differential Block is of simple construction, but handles heavy loads readily and sells at the lowest prices possible for reliable and durable blocks. Prices F. O. B. factory.



"Superior"



"Weston"

G102 Weston Differential Blocks

Capacity in Tons	Will Hoist in Feet	Gross Weight in Lbs.	Dealer's Price Complete
$\frac{1}{2}$	6	37	\$15.60
1	7	45	18.00
1 $\frac{1}{2}$	8	64	24.25
2	8 $\frac{1}{2}$	100	31.20

G103 Superior Triple-Geared Blocks

$\frac{1}{2}$	8	67	\$48.00
1	8	96	62.00
1 $\frac{1}{2}$	8	145	82.00
2	9	212	96.00

Motor Lifting Hooks



No. M-17 for Fords



No. B-12 for Buicks

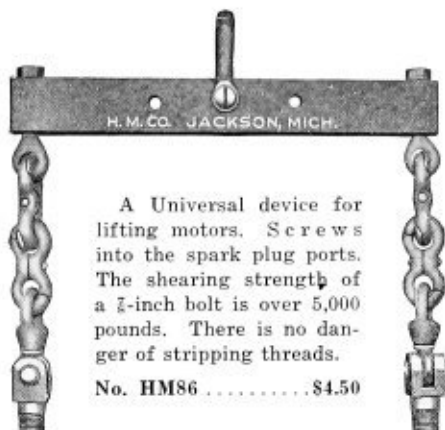
For lifting a Ford motor from the chassis and conveying it to motor stand. For use with chain hoist or crane.

No. M-17, for Fords, each\$5.00

These hooks are patterned after the hooks in use at the factory for handling motor blocks.

No. B-12, for Buicks, each\$6.00

Motor Lifting Device



A Universal device for lifting motors. Screws into the spark plug ports. The shearing strength of a $\frac{1}{2}$ -inch bolt is over 5,000 pounds. There is no danger of stripping threads.

No. HM86\$4.50

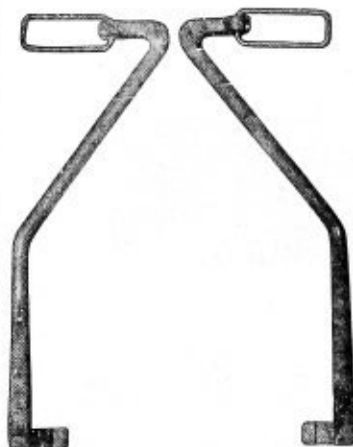
Ford Lifting Hooks

For raising the front end of a Ford car to remove or repair the front axle or spring. The hooks are placed on the fender iron below the nut on the end of the lamp bracket. The rings are placed in the hook of a chain hoist or crane and the car is easily raised.

No. M-37, Ford Front End Lift Hook.....\$7.50



No. M-37



No. M-38

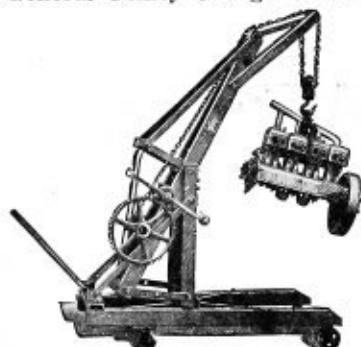
By means of this device the rear end of the car can be held securely while the rear axle assembly or spring is being removed or repaired. When attaching the hook place the clamp on the end of each bar on the frame; bring the ends of the bars together, one bar resting in the safety crevice of the other and place the links in the hook of a hoist.

No. M-38, Ford Rear End Hooks ...\$9.00



GARAGE EQUIPMENT—Continued

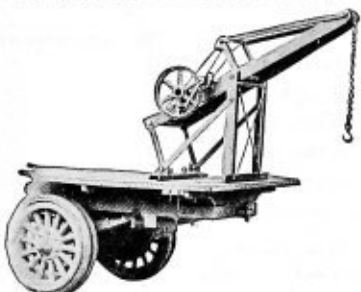
General Utility Garage Crane



The most universal portable Crane built for general garage usage. When complete with portable base it can be used for lifting either end of the car or for hoisting the motor out of the frame and transferring it to any other equipment in the shop. By removing four bolts the crane can be removed from the base and mounted on a truck for wrecking purposes.

Specifications as a Portable Floor Crane—Deep overhang, 36 inches; 7-foot lift; low base and light weight; 1½ ton lifting capacity; constructed of steel throughout, excepting gearing, which is cast iron, and base of seasoned white oak.

No. 100, weight, 500 lbs. \$125.00



As a wrecking Crane only. Overhang of beam, 42 inches, requiring a space 36x24 inches on the truck. Lifting capacity, 2 tons. Weight, 400 lbs.

No. 101, Wrecking Crane only. \$113.00

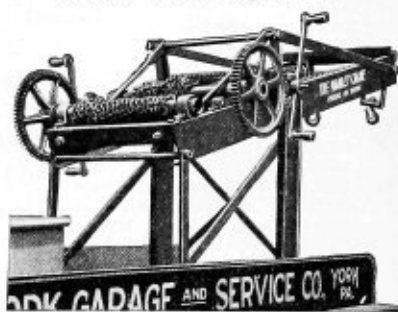


Designed to be almost instantly detached from the car by removing two pins. Pull out the back pin; this allows the whole crane to swing back. Pull out the king pin in the saddle and the crane is free from the car. The hinged saddle folds out of the way on the car platform, or may be completely removed by taking out another pin and two bolts. A heavy-duty, two-ton job with ample overload capacity.

No. 102—Price complete with winch and chain, weight 375 lbs. \$95.00

No. 103—Price without the winch and chain, weight 225 lbs. 65.00

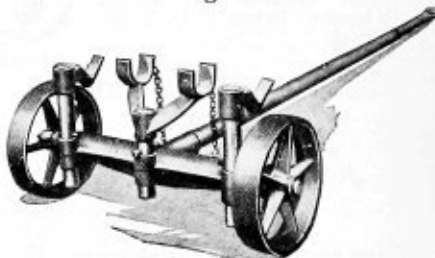
5-Ton Wrecking Crane



Has two chain hoists, four sheave pulleys and four wraps of chain, giving a combined strength of 48,000 lbs. For heavy service the two chain principle is a great advantage, as two independent hitches can be made on a wreck and the two chain hoists operate independently. Width 30 inches. Length of frame 96 inches.

No. 105, weight 950 lbs. \$275.00

Towing Trucks



No. 70-S

The front axle supports are adjustable for height with reversible offset, the chains secure the axle against side slip and can be removed when applied to rear axle.

Rear axle supports are also adjustable for height. The "V" blocks will carry the rear axle without interference with truss rods, no clamps necessary. The steel tongue is of tubular telescopic construction. The axle is of the best solid steel and passes through the housing. Long roller bearings are carried in the axle housing.

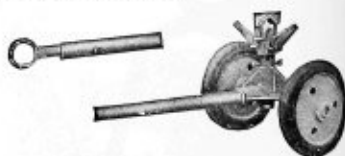
Specifications: Weight 215 lbs. Width over all 36 inches. Steel wheels 14x3 inches. Rubber tired wheels 16x3½ inches. Tongue, closed, 7 feet 3 inches. Tongue, extended, 12 feet. Green baked enamel finish.

No. 70S, Steel Wheels. \$42.50

No. 70R, Rubber Tired Wheels. 75.00

Wrecking Trucks

Equipped with a patented saddle which fits any part of any front or rear axle. A clamp is furnished for clamping the front axle securely to the truck.



Specifications

Wheels, 16x3 inches; bearing, 4-inch Hyatt roller; width, 26 inches. Axle—Chrome nickel steel, 13/8 inches diameter; height, from 17 inches to 23 inches; weight, Model R, rubber tires, 195 pounds; weight, Model S, 150 pounds.

Model R, Rubber Tired Wheels. \$65.00

Model S, Steel Wheels. 40.00



GARAGE EQUIPMENT—Continued

"Quick Lift" Service Jack

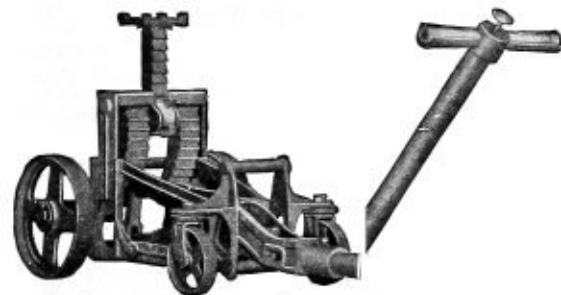


No. 60

Balanced just right so that with a slight leverage on the long, 6-foot, well-braced handle any automobile can be easily lifted. The top lifting cap is so designed that it can be placed under axles with truss rods. Jack is malleable iron. Specifications: Rack bar, lowered 10½ inches, extended 17 inches. Weight 34 lbs. Wheels 5 inches. Width over all 9½ inches. Green baked enamel finish.

No. 60, each.....\$7.15

"Easy Lift" Garage Jack



Operates easily in a small space without endangering the operator. A few strokes of the handle will raise or lower any car, and it takes no effort to roll any car about the garage. The jack has an extension rack bar, serving all height axles. Specifications: Weight 80 lbs. Length over all 68 inches. Length of handle 60 inches. Height, down, 8 and 12½ inches. Height, raised, 12½ and 17 inches. Green baked enamel finish.

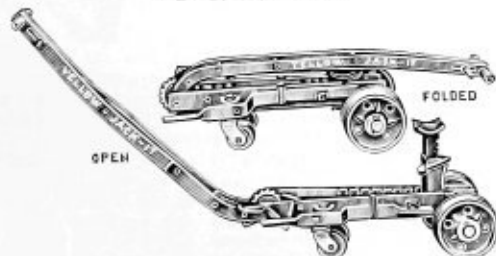
No. 65, Auto Jack.....\$35.75

"Easy Lift" Truck Jack

Similar to the No. 65 except sturdier. Weight 110 lbs. Length over all 88 inches. Length of handle 80 inches. Height, down, 8 and 12½ inches. Height, raised, 12½ and 17 inches. Green baked enamel finish.

No. 66, Truck Jack.....\$50.00

"Yellow Jack-it"



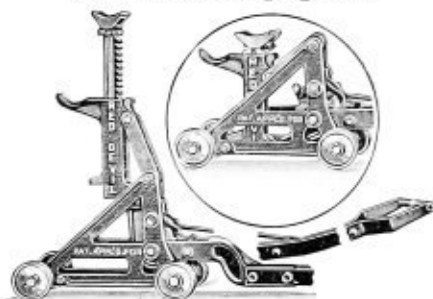
The Yellow Jack-it operates with absolute safety with the handle at any angle. It is an easy elevating, gradual lowering jack. The handle folds up when not in use, and roller construction makes it impossible to run over this jack.

No. 1, 5,000 lbs. capacity.....\$36.00

No. 2, 7,500 lbs. capacity.....44.00

No. 3, 10,000 lbs. capacity.....56.00

Quick Tire Changing Jack



A jack that will go under the lowest axle when the tires are flat. Raises the wheel high enough to put on inflated tire with one setting of the jack. Has a handle 48 inches long which will clear all bumpers, spare tires and gasoline tanks. Positive cam locked pawls make it impossible to accidentally drop the load. Low, broad, 13x6-inch base on wheels makes it so jack will never topple over.

This jack is 8 inches high when in its lowered position. The adjustable rack bar can be extended 5½ inches, and the 7-inch lift gives it an over-all height of 20½ inches. Built of best steel and malleable, painted red. Weighs 36½ lbs. Capacity 2,000 lbs.

No. G799, each.....\$20.00

Red Devil Dolly Jack



The handiest jack on the garage floor. It can be swung around so that the car may be either pulled or pushed anywhere you want it.

The heaviest type of car easily moved about the garage with the Red Devil, large wheels being equipped with roller bearings. No. G384, each.....\$30.00

Portable Grease and Oil Pan Truck

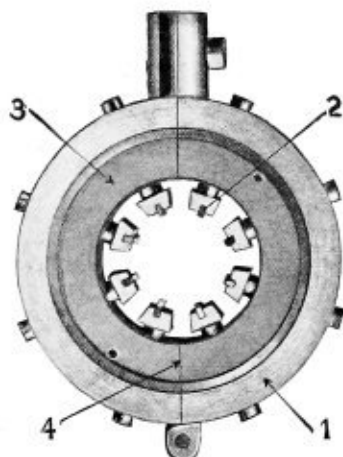


A substantially constructed truck 36 inches long, 24 inches wide with a removable 20-gauge galvanized steel pan 2 inches deep. Truck can be run under car when crank case or transmission are being drained and will catch all the oil, grease, dirt, etc. It is also large enough to receive the whole crank cases, transmissions, rear axles, gears, etc., and they can be washed and cleaned right in the tray. When pan is removed it may be used as a truck with 750 pounds' capacity around the garage. Equipped with handle with full universal joint to permit ease in handling. No. 410, each.....\$15.00



GARAGE EQUIPMENT—Continued

Crankshaft Grinder

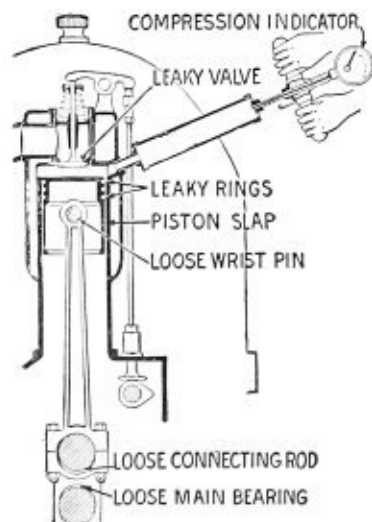


This grinder will turn down crankshaft main bearings or connecting rod throw bearings. The latter can be turned down without removing the shaft from the motor. All crankshaft bearings wear out of round and new bearings fitted to the work shaft wear too rapidly due to the high spots on the shaft.

The grinder is made of aluminum and high speed steel and will last for years. It has a capacity up to 2½ inches and is adjustable to any size shaft within this range. Full directions for use packed with each tool. Shipping weight, 12½ pounds.

No. G71.....\$75.00

Motor Tester



This tool is used to test for poor compression, leaky piston rings, leaky valves, piston slap, loose piston pins, loose connecting rod and main bearings. Shows where the trouble actually is before a lot of unnecessary work is done. All tests are made when the motor is not running and with the spark plugs removed. Simple and complete instructions are furnished with each Tester.

No. G777, each.....\$18.00

Franklin Repair Shop Unit

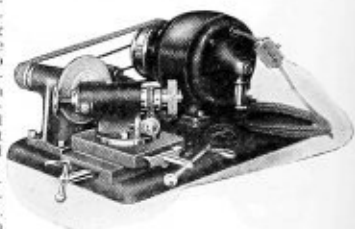
The Franklin Repair Shop unit is designed for refacing valves. Two valve port reamers are also furnished. The reamers are sharpened on the unit and consequently the reamed port is the exact angle of the reground valve.

Less than one minute per valve is required for refacing. No grinding in with carborundum necessary. Write for circular giving full description and listing the many applications of this unit.

This unit is made to operate on either 110-volt AC or 110-volt DC current. Specify whether AC or DC is desired.

Model B, Franklin Repair Shop Unit.....\$150.00

Model B-A, Power Reaming Attachment for Buick Cages.....16.00



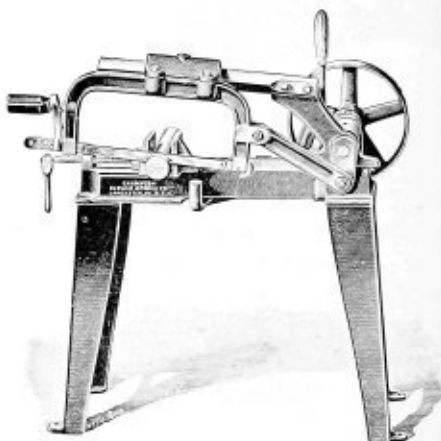
Model B

Valve Grinder, Model C

With the Model C one can grind the valves and reset the block of any four or six cylinder job in a half hour. Equipment includes 1 Collet any size, 1 Pilot any size, 1 Reseating Cutter any size, 1 Diamond Wheel Dressing Tool, 1 Attachment for indexing cutters when sharpening.

Model C, complete.....\$95.00

Power Hack Saw



A well-made, rugged, low-priced Hack Saw for light work in garages and machine shops. Will cut fast and straight.

Equipped with positive clutch, simply constructed. Has an automatic shut-off which instantly stops the machine when the sawing of the material is completed.

Made with adjustable bearings so wear can be taken up when necessary.

Specifications: Length of blades, 8 inches, 10 inches. Stroke of blade, 6 inches. Cutting capacity, 4x4 inches. Floor space required, 24x10 inches. Drive pulley, 9 inches diameter by 2½ inch face. Speed of pulley, 30-60 r.p.m. Vise jaws, 2½ inches high by 3½ inches wide by 4½ inch opening.

No. G775, weight 110 lbs.....\$30.00

For Hand Hack Saws and Blades see page 33 of this book.



GARAGE EQUIPMENT—Continued

General Purpose Torch

This torch has every feature in construction and finish found in No. 31, with the added advantage, for repairmen, of a hook and support on the burner for holding soldering coppers. Shipping weight, 4½ pounds.

No. 32, quart size, each.....\$16.00



Special Torch

This torch is especially designed to fill the requirements of automobile users. It is oblong, being 1½ in. thick, 5 in. long and stands 8 in. high, complete with burner. The latter is light, yet sufficiently powerful to generate a flame adapted to all requirements. Shipping weight, 3½ pounds.



No. 47, pint size, each.....\$17.60

Special Combination Torch

This Torch is just like No. 47, except that the burner has a hook and support for soldering coppers, convenient for repairmen. Shipping weight, 3½ pounds.

No. 48, pint size, each.....\$18.40



Torch with Detachable Attachment

This is a very good torch for the price. While not having the patented automatic brass pump, it is as good as any torch having pump with single spring. Produces a steady flame and is supplied with detachable soldering copper attachment without added charge. Shipping weight, 4½ pounds.

No. 144, quart size, each.....\$14.40



Fire Pot

This pot is the same as No. 131, only smaller. Height over all, 12 inches; diameter at base, 8½ inches, and at top 6 inches. Tank is made of heavy galvanized iron and holds five pints. Top section is large enough to easily handle a pair of 8-pound coppers and a 5-inch metal pot at the same time. By removing the top section the base may be used as a torch or brazing fire. Shipping weight, 10½ pounds.

No. 5, five-pint size, each.....\$24.80



Fire Pot

For tinner, galvanized iron and copper workers, plumbers and electricians. This fire pot is 12½ inches high, 9½ inches diameter at base, and 6½ inches at top. The tank is made of heavy galvanized iron, thoroughly braced to withstand hard usage. The burner is swiveled, which permits moving the flame up or down, and fitted with cleanout plugs, thus being easily kept clean. A pair of 12-pound soldering coppers can be heated, and a kettle of lead or solder melted at the same time. The top section can be removed, thus producing an open fire. Shipping weight, 11 pounds.

No. 1, seven-pint size, each.....\$27.20



Bench Furnace

Requires no power or blower. Just gas.

Will easily handle a pair of soldering coppers up to 10 pounds a pair.

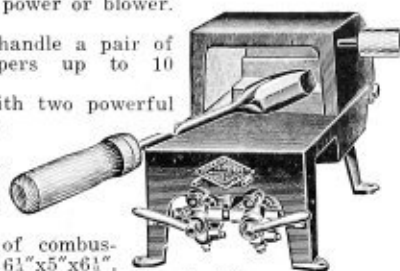
Equipped with two powerful auto-blast burners.

Gas consumption, 12 to 30 cubic feet an hour.

Dimensions of combustion chamber, 6¼"x5"x6½".

Size of opening, 4"x6". Length, 15".

No. 101, each.....\$25.00



Electric Furnace

Besides heating soldering irons this furnace will melt habits for bearings, heat rivets red hot, temper tools or heat treat metal. Made for 32, 110 or 220 volts. When ordering, specify voltage.

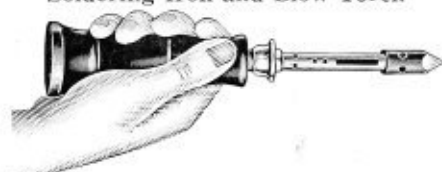
No. A, for one iron, \$12.00

No. B, for two irons 15.00



Model B

Soldering Iron and Blow Torch



Ideal for automobile owners. No pump or pressure systems to contend with. No stoves or pots needed. Just charge the iron with denatured alcohol and in three minutes the iron is hot, ready to solder. Packed complete in box with salammoniac and solder.

No. 19, each.....\$2.50

General Electric Soldering Irons



G-E Electric Soldering Irons are made in five sizes. Their range covers the proper weights for the lightest and for the heaviest work as well as average shop requirements.

The copper tip is treated by a special process to prevent oxidation. Inside this tip, which is easily removable, is the heat unit. This unit is of the cartridge type to afford rapid initial heat and durability.

Each iron is equipped with six feet of cord and a standard plug.

Cat. No.	Diam. of Tip in In.	Weight in Lbs.		Watts	Price
		Tip	Complete		
153506	2 oz.	1½		75	\$9.85
153507	½ lb.	1½		100	9.85
153508	1	1 lb.	2	150	11.50
153509	1½	2 lb.	2½	200	13.10
153510	1½	3 lb.	3 1/7	275	16.40

For Soldering Coppers, Wire and Bar Solder, etc., See Index



GARAGE EQUIPMENT—Continued

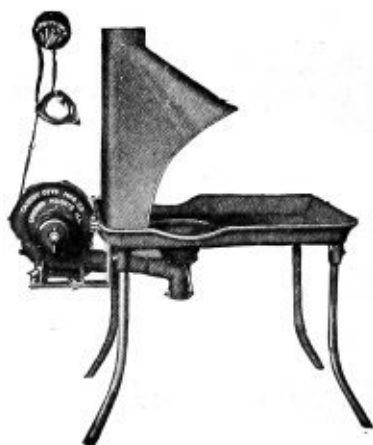
Chicago Forge



This is an inexpensive forge, well made and one that you can depend on to stand up well under hard service. Suitable for small garages and shops, toolmakers, etc. Has half-hood for indoor use.

Blower 8 inches Height 30 inches
Hearth 18 inches Weight 85 pounds
No. 151, each.....\$12.35

Royal Electric Forge



This forge is equipped with "Royal" Electric Blower. In this forge we combine our 110 or 220-volt dust-proof type of motor, with Western Chief Standard Hearth having solid fire pot with Tuiere ball furnishing side and center blast. We guarantee it fully. Always shipped without extra tank unless so ordered. Capacity to heat 4-inch iron.

When ordering electric-driven forges or blowers furnish us with the following information: (1) Whether current is alternating or direct; (2) If alternating current, find out cycles, and state whether 110 or 220 volts; (3) Our standard motors are designed for 60 cycles; (4) If direct current, the voltage is all the information needed.

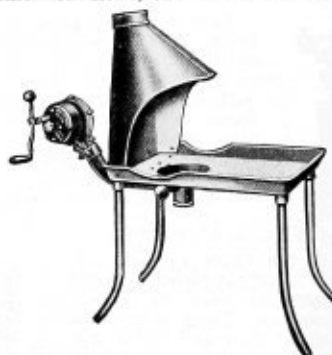
Blower 12 inches Height 30 inches
Hearth 25x36 inches Net weight ... 180 pounds
No. 353\$73.75

Tiger Forges



Each year there is a greater demand for crank gear forges. In the No. 254 we present one so skillfully and economically constructed that the difference in price between the old lever type of forge and the crank gear is small enough to allow anyone to possess an up-to-date forge.

Blower 9 inches Height 30 inches
Hearth 22 inches Weight 80 pounds
No. 254, with shield, each.....\$24.10
No. 255, same with hood, each..... 27.10



A specially built forge to meet the requirements of the garage man. Hearth is designed to allow work on long pieces such as front axles, frames, shafts, etc. A very high grade forge with large fire-pot and powerful blast.

Blower 9 inches Height 30 inches
Hearth 25x36 inches Weight 180 pounds
No. 252, with shield, each.....\$32.15
No. 253, same with hood..... 36.25

Blacksmith's Anvil



	Size Pounds	Length Face	Bligh	Width Face	Bligh	Hght. Anvil	Lgth. Horn
No. G116	100	14 1/2"	3"	3 1/2"	1 1/2"	9"	7"
No. G117	125	15"	3 1/2"	3 1/2"	2"	9 1/4"	7 1/4"
No. G118	150	16 1/2"	3 1/2"	4"	2"	10 1/4"	8"

Price 40c per pound.



GARAGE EQUIPMENT—Continued

Stationary Vise



This is the standard stationary vise. It is heavy and the material is well distributed. All vital points are reinforced.

No.	Width Jaw, Inches	Opens, Inches	Weight, Pounds	Each
101	2½	3½	17	\$9.00
102	3	4½	22	10.00
103	3½	5½	28	11.25
104	4	6½	42	12.75
105	4½	7	54	15.50
106	5	8	75	20.00

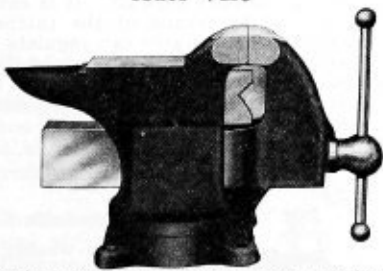
Swivel Vise



This is the standard swivel vise, and of the best design. These vises are heavy and practically unbreakable. This vise can be turned in any position on an axis parallel with the floor and is locked by a clamping bolt, which works in a channel.

No.	Width Jaw, Inches	Opens, Inches	Weight, Pounds	Each
201	2½	3½	20	\$12.00
202	3	4½	28	13.00
203	3½	5½	38	15.00
204	4	6½	54	17.00
205	4½	7	65	20.00
206	5	8	90	30.00

Auto Vise



A combination pipe vise and anvil. It is especially adapted for automobile repair work. Very heavy and well made.

No.	Width Jaw, Inches	Capacity Pipe, Inches	Weight, Pounds	Each
240	3	½ to 1½	42	\$13.00
241	3½	½ to 2	80	16.00

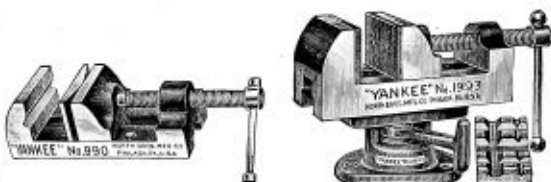
Swivel Vise With Self-Adjusting Jaw



This vise can be turned in any position on an axis parallel with the floor, and is locked by a clamping bolt which works in a channel. The back jaw is self-adjusting, and when in use conforms automatically to any angle and makes absolutely firm the object held.

No.	Width Jaw, Inches	Opens, Inches	Weight, Pounds	Each
271	3½	5	37	\$20.00
271½	4	5	53	24.00
272	4½	6	70	28.00
273	5	7	95	35.00
274	5½	9	125	44.00
275	6	9½	158	60.00
240P	7	11	220	75.00

Yankee Vises



The Yankee Vise is made in three styles: without base, with stationary base and with swivel base.

No. 990 (without base), size 6x2½x2; extreme opening of jaws, 3"; weight, 4 lbs.	\$4.00
No. 993 (with stationary base), 7¼" long, 2¼" wide, 3" high, jaws open 3½"; weight, 9 lbs. 2 oz.	8.50
No. 1993 (with swivel base)	11.40

Lehigh Vises

Clamp Base



Designed for tool makers, die sinkers and practical mechanics. Easily moved from place to place for convenience. Heavily constructed, high duty gripping power and the anvil has a good striking surface. Plain iron jaws.

No. 1008, 2" jaw, weight 4 lbs., each	\$2.25
No. 1010, 2½" jaw, weight 5½ lbs., each	3.25



GARAGE EQUIPMENT—Continued

Edgar Allen Tool Steel



High speed steel, annealed, three-foot bars; square stock.

	Per Bar		Per Bar
$\frac{1}{4}$ -inch	\$1.00	$\frac{1}{2}$ -inch	\$3.20
$\frac{3}{8}$ -inch	1.50	$\frac{3}{4}$ -inch	4.15
$\frac{1}{2}$ -inch	2.35		

Edgar Allen Chisel Steel

STAG

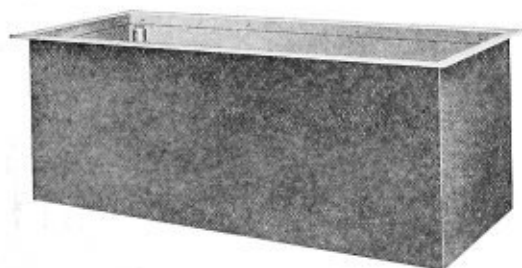


BRAND

Three-foot bars, octagon, annealed.

	Per Bar		Per Bar
$\frac{1}{2}$ -inch	\$0.50	$\frac{3}{4}$ -inch	\$1.30
$\frac{1}{4}$ -inch	.80	$\frac{1}{2}$ -inch	1.85

Cleaning Tank



The above tank is 5 feet long, 24 inches deep and 24 inches wide. Built from 12-gauge material and reinforced at top with angle iron. It has a 2-inch drain plug in the bottom for convenience in cleaning out.

From past experience the best results are obtained by heating your cleaning solution. You should make provision for this when setting up your tank. We recommend a steam coil for this purpose, which can be made of ordinary iron pipe connected by ells and extending along the side of the tank immersed in the solution.

This coil may be connected to any steam supply you may have. If you do not have a steam line, then the small steam boiler shown below will supply ample steam for the purpose. Or, if you prefer, ordinary gas or gasoline burners may be installed under the tank. These we can supply also as listed below.

No. G106—Cleaning Tanks, each.....\$42.50

Cleaning Compound

Metal Cleaner to be used in above tanks:

110-lb. kegs, per lb.	\$0.15
400-lb. bbls., per lb.	.14

Handi-pan

Suitable for crankcase draining pan, cleaning tank, parts tray, etc. Made of 20-gauge double galvanized steel. Body is made of one seamless sheet. Will not tip over. 12x25 inches by 5 inches deep.



No. G776\$2.50

Overhead Washer



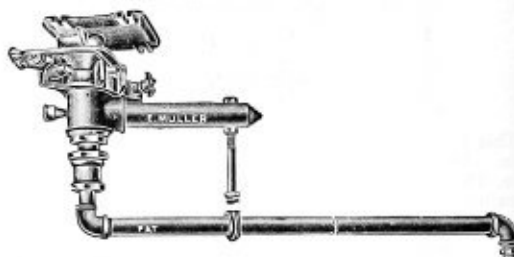
The Handiest Way to Wash a Car

Has five-foot arm completing a ten-foot circle, double-braced to prevent sagging; head of machine brass, very strong and substantial; liberal-sized stuffing box.

No. G107, each.....\$12.50

Overhead Washer

With Automatic Water Cut-off



Will Reduce Your Water Bills 50 Per Cent.

Hose arm 6 feet long, 1 inch in diameter, with $\frac{3}{4}$ inch brass hose nipple, also brass ratchet and elbows. Supporting arm 2 feet long, $1\frac{1}{2}$ inches in diameter. Projection from ceiling 15 inches.

The hose is secured to nipple shown on the end of the hose arm, and by pulling down slightly on the hose the water supply is turned on. By raising the hose a trifle the water is instantly shut off. It is easily operated with one hand by means of the ratchet pulley which is attached. The operator can regulate and control the stream of water to suit his purpose by simply raising or lowering hose.

Pipe and fittings of galvanized iron, all bearings of brass and babbitt metal.

No. 15, each.....\$50.00

Overhead Washer

With Automatic Cut-off

A stationary washer with automatic cut-off. One pull on hose turns on water in any stream desired. Second pull cuts off water.



Length, 12 inches

No. 9, each.....\$14.00



GARAGE EQUIPMENT—Continued

Transmission Equipment

Steel Shafting

Shafting furnished in standard lengths of 12, 16, 18, 20 and 24 feet at the prevailing market price on the day order is received. Additional cutting or differential charges on lengths other than standard. Prices on application.

Safety Set Collars No. 11901A



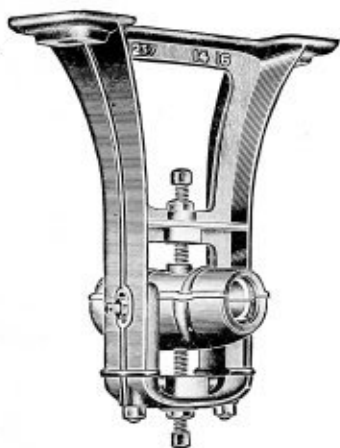
Solid Only

Size	Price	Size	Price
1 1/4	\$0.80	1 5/8	\$1.15
1 1/2	.85	1 3/4	1.20
1 5/8	.90	1 7/8	1.25
1 3/4	.95	1 7/8	1.30
1 7/8	1.00	1 7/8	1.35
1 7/8	1.05	1 7/8	1.40
1 7/8	1.10	2	1.45

Two Safety Set Collars are required on each line shaft to prevent end play in the shafting.

Duplex Oiling Ball and Socket Drop Hanger and Floor Stand No. 11899A

Size of Shaft	Drop	Lgth. of Boxes	Price
1 1/4 & 1 1/4	6-8	5 1/4	\$4.50
	8-10	5 1/4	4.75
	10-12	5 1/4	5.00
	14-16	5 1/4	5.75
	18-20	5 1/4	6.50
	22-24	5 1/4	7.50
1 1/4 & 1 1/2	6-8	6 1/2	5.00
	8-10	6 1/2	5.25
	10-12	6 1/2	5.50
	14-16	6 1/2	6.25
	18-20	6 1/2	7.00
	22-24	6 1/2	8.00
1 1/2 & 1 3/4	10-12	7 1/4	6.50
	14-16	7 1/4	7.25
	18-20	7 1/4	7.75
	22-24	7 1/4	8.50
	26-28	7 1/4	10.75
	30-32	7 1/4	12.50
	34-36	7 1/4	14.50
1 3/4 & 2	8-10	8 1/2	7.25
	10-12	8 1/2	7.50
	14-16	8 1/2	8.25
	18-20	8 1/2	8.75
	22-24	8 1/2	9.50
	26-28	8 1/2	11.75
	30-32	8 1/2	13.50
	34-36	8 1/2	15.50



Sectional view of Duplex Hanger Box, showing ring and wick oiling arrangement.

Prices on other sizes, of bracket hangers and of post hangers on application.

In ordering hangers always specify the size of the line shaft and the drop. The drop should be 1 inch greater than one-half the diameter of the largest pulley to be used.



Steel Split Pulleys



Keystone



Dodge

These pulleys have a malleable core and securely grip the shafting. They will not slip under heavy loads and we recommend their use exclusively for line shaft drive and for driving burning-in machines. They are accurately balanced and run perfectly true.

Keystone Steel Split Pulleys No. 2415B

Diameter Inches	2	3	4	5	6	8	10
8	\$3.30	\$3.45	\$ 3.75	\$ 4.05	\$ 4.35	\$ 4.95	\$ 5.60
9	3.38	3.60	3.90	4.20	4.50	5.10	5.75
10	3.45	3.75	4.05	4.35	4.65	5.25	5.90
11	3.65	3.90	4.20	4.50	4.80	5.40	6.00
12	3.90	4.20	4.65	4.80	5.33	5.78	6.45
13	4.05	4.35	4.80	5.20	5.62	6.43	7.20
14	4.20	4.50	5.20	5.65	6.15	7.05	8.03
15	4.45	4.65	5.45	5.80	6.55	7.65	8.80
16	4.65	4.95	5.75	6.10	6.90	8.25	9.45
17	4.95	5.25	6.00	6.50	7.28	8.78	10.05
18	5.15	5.55	6.38	7.00	7.65	9.30	10.65
19	5.40	5.80	6.75	7.50	8.25	10.13	11.25
20	5.60	6.00	7.50	8.10	9.00	10.73	12.00
21	5.85	6.25	8.00	8.90	9.60	11.25	12.98
22	6.10	6.50	8.55	9.50	10.28	12.00	14.10
23	6.35	7.00	8.70	9.90	10.58	12.60	14.75
24	6.60	7.50	9.00	10.00	10.95	13.20	15.68
25	6.85	7.75	9.20	10.25	11.43	13.80	16.40
26	7.10	8.00	9.55	10.50	11.95	14.40	17.10
28	7.60	8.50	10.80	11.70	12.90	15.45	18.15
30	8.10	9.00	12.00	12.90	14.10	17.25	19.90
32	8.60	9.50	13.20	14.10	15.45	19.35	22.50
34	9.10	10.00	14.40	15.75	17.25	21.75	25.50
36	9.60	10.50	15.90	17.85	19.50	24.00	28.65
38	10.10	11.00	17.40	20.65	21.75	26.40	31.05
40	10.60	11.50	19.00	22.75	24.00	28.50	33.75
42	11.10	12.00	20.65	25.00	26.25	32.25	37.50
44	11.60	12.50	22.35	27.30	29.25	35.62	41.25
46	12.10	13.00	24.10	30.00	33.00	39.00	45.00

Dodge Wood Split Pulleys No. 9122B

Diameter Inches	3	4	5	6	8	10
8	\$3.00	\$3.10	\$3.40	\$3.70	\$4.30	\$4.90
9	3.10	3.25	3.60	3.90	4.55	5.20
10	3.25	3.40	3.75	4.10	4.80	5.50
11	3.50	3.70	4.10	4.50	5.30	6.10
12	3.75	4.00	4.45	4.90	5.80	6.70
13	4.00	4.30	4.80	5.30	6.30	7.30
14	4.25	4.60	5.15	5.70	6.80	7.90
15	4.50	4.90	5.50	6.10	7.30	8.50
16	4.75	5.20	5.85	6.50	7.80	9.10
17	5.00	5.50	6.20	6.90	8.30	9.70
18	5.25	5.80	6.55	7.30	8.80	10.30
19	5.50	6.10	6.90	7.70	9.30	10.90
20	5.75	6.40	7.25	8.10	9.80	11.50
22	6.25	7.00	7.95	8.90	10.80	12.70
24	6.75	7.70	8.80	9.90	12.10	14.30
26	7.25	8.40	9.65	10.90	13.40	15.90
28	7.75	9.10	10.50	11.90	14.70	17.50
30	8.25	9.80	11.35	12.90	16.00	19.10
32	8.75	10.50	12.20	13.90	17.30	20.70
34	9.25	11.30	13.15	15.00	18.70	22.40
36	9.75	12.10	14.10	16.10	20.10	24.10
38	10.25	12.90	15.15	17.20	21.50	25.80
40	10.75	13.70	16.30	18.30	22.90	27.50
42	11.25	14.50	17.45	19.60	24.60	29.60
44	11.75	15.30	18.70	20.90	26.30	31.70
46	12.25	16.10	19.95	22.30	28.10	33.90

In ordering pulleys always specify whether crown or flat face is desired and give the diameter, width of face and diameter of the line shaft.



GARAGE EQUIPMENT—Continued

Reliable Round Track Overhead Carrier Equipment

The Reliable Overhead Carriers are the simplest, strongest and easiest running round track carriers made. They are made from the highest grade malleable iron. The wheels have hardened steel axles, washers and roller bearings. All connecting bars are fitted with double swivels, allowing the carriers to run freely around curves and also permitting the loads to be turned in any direction desired.

The track is made from the Reliable double tubular steel track, with double brackets, ceiling plates and parting pieces through which bolts pass, making a very strong double-tread track. It may be curved to any radius not less than three feet. Two and three-way switches, and in fact all necessary fixtures for the complete installation of such equipment are included in our line.

If you are unable to determine just what you need, tell us what you wish to do, giving us information as to sizes and weights of loads, and if possible send plans of building to assist us in laying out a proper carrying track system.



With Nos. 110 or 210 carriers, track may be placed within 4 inches of ceiling.

With Nos. 120 or 220 carriers, track may be placed within 5½ inches of ceiling.

With Nos. 130 or 230 carriers, track may be placed within 7 inches of ceiling.

With No. 11Z track use two ½-inch lag screws or bolts for each ceiling plate and ½-inch machine bolt for fastening track bracket to ceiling plate.

With No. 22Z track use two ¾-inch lag screws or bolts for each ceiling plate and ¾-inch machine bolt for fastening track bracket to ceiling plate.

With No. 33Z track use two 1-inch lag screws or bolts for each ceiling plate and 1-inch machine bolt for fastening track bracket to ceiling plate.

Bolts and Parting Tubes are not furnished when the head room required exceeds the specifications listed above. Prices for equipment to meet special requirements furnished on application.

All Prices Below are F. O. B. Factory.

No.	DESCRIPTION	Width In.	Length In.	Height In.	Shipping Weight Lbs.	List Price
110	Overhead Carrier, each		16½	13	21	\$ 6.00
	Capacity with No. 11Z track, 500 lbs.					
120	Overhead Carrier, each	6¼	19	15	31	8.00
	Capacity with No. 22Z track, 1,200 lbs.					
130	Overhead Carrier, each	7¾	21	17	46	12.00
	Capacity with No. 33Z track, 2,500 lbs.					
210	Overhead Carrier, each	5¾	23½	15	37	12.00
	Capacity with No. 11Z track, 750 lbs.					
220	Overhead Carrier, each	6¾	27	17¾	61	16.00
	Capacity with No. 22Z track, 2,000 lbs.					
230	Overhead Carrier, each	7½	29	19½	87	24.00
	Capacity with No. 33Z track, 4,000 lbs.					
11-Z	Overhead Carrier Track with brackets every 18 inches, per 100 feet.				200	30.00
22-Z	Overhead Carrier Track with brackets every 18 inches, per 100 feet.				450	40.00
33-Z	Overhead Carrier Track with brackets every 18 inches, per 100 feet.				600	60.00
11-ZU	Curved Overhead Carrier Track with brackets every 18 inches, per 100 feet.				200	30.00
22-ZU	Curved Overhead Carrier Track with brackets every 18 inches, per 100 feet.				450	110.00
33-ZU	Curved Overhead Carrier Track with brackets every 18 inches, per 100 feet.				600	140.00
112-S	Two-Way Switch for No. 11Z track, each	31	27	6	120	18.00
113-S	Three-Way Switch for No. 11Z track, each	56	27	6	180	25.00
222-S	Two-Way Switch for No. 22Z track, each	31	27	9	125	19.00
223-S	Three-Way Switch for No. 22Z track, each	56	27	9	185	26.00
332-S	Two-Way Switch for No. 33Z track, each	31	27	9	130	20.00
333-S	Three-Way Switch for No. 33Z track, each	56	27	9	190	27.00
11-2C	Center Overhead Bracket for No. 11Z overhead carrier track, per 100				135	20.00
11-2E	End Overhead Bracket for No. 11Z overhead carrier track, per 100				172	20.00
22-2C	Center Overhead Bracket for No. 22Z overhead carrier track, per 100				251	30.00
22-2E	End Overhead Bracket for No. 22Z overhead carrier track, per 100				270	30.00
33-2C	Center Overhead Bracket for No. 33Z overhead carrier track, per 100				330	35.00
33-2E	End Overhead Bracket for No. 33Z overhead carrier track, per 100				353	35.00

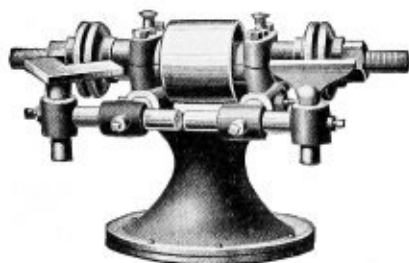


GARAGE EQUIPMENT—Continued

Grinders

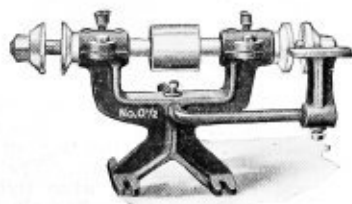
All these grinders, both floor and bench type, are of rigid and heavy construction. All bearings are of a large area, and high grade babbit metal is used with hydraulically pressed Randall graphite cones. All arbors are .40 point carbon steel with long bearings "graphite lined." With this design and construction all vibration and jar is eliminated, the wheels running smoothly and in perfect balance, with ability to do heavy work.

Bench Grinders



No.	Size Wheels	Size Arbor	Size Pulley	Weight	—Price—	
					Tight Pulley	T. & L. Pulley
1	10x1	$\frac{1}{4}$	2 $\frac{1}{2}$ x2	31	\$9.45	\$11.35
2	12x2	1	3 $\frac{1}{2}$ x2 $\frac{1}{2}$	65	16.50	18.90
3	14x2 $\frac{1}{2}$	1 $\frac{1}{2}$	4 $\frac{1}{2}$ x3 $\frac{1}{2}$	110	22.60	27.30

Bench Grinders

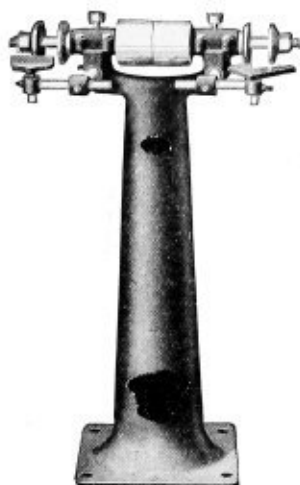


This Grinder is identically the same as the No. 1 except the base and is lighter.

Safety wheel guards can be furnished for any of the grinders if desired, with open side or full enclosed.

No.	Size Wheels	Size Arbor	Size Pulley	Weight	—Price—	
					Tight Pulley	T. & L. Pulley
0 $\frac{1}{2}$	8x1	$\frac{1}{4}$	2 $\frac{1}{2}$ x2	20	\$5.90	\$6.25

Floor-Type Grinders



No.	Size Wheels	Size Arbor	Size Pulley	Weight	—Price—	
					Tight Pulley	T. & L. Pulley
1	8x1	$\frac{1}{4}$	2 $\frac{1}{2}$ x2	75	\$15.90	\$17.40
2	10x2	1	3 $\frac{1}{2}$ x2 $\frac{1}{2}$	115	23.25	25.00
3	14x2 $\frac{1}{2}$	1 $\frac{1}{2}$	4 $\frac{1}{2}$ x3 $\frac{1}{2}$	180	27.80	29.40

Rubber Buffing and Polishing Machine



This Machine affords the quickest and most effective way of ripping off old rubber and roughing treads on tires. The extended shaft permits working all around the tread on inside of tire.

Practically indispensable for tire repair shops, electro-platers, small machine shops, etc.

No.	Length Spindle	Arbor	Size Pulley	Weight	—Price—	
					Tight Pulley	T. & L. Pulley
00	35"	1"	3 $\frac{1}{2}$ x2 5/16	95 lbs.	\$16.50	\$18.50



GARAGE EQUIPMENT—Continued

Extra Heavy Grinders With Tight and Loose Pulley



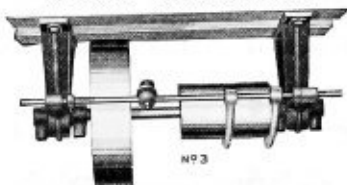
This size is made only on a column as a floor grinder and is adapted to the heaviest work usually met in garage or repair shop service.

Unusually rugged and sturdy and will do as much and as good work as machines costing twice as much.

No.	Size Wheels	Size Arbor	Size Pulley	Height	Length	W't	Price
4	16x2½	1½	4½x4	30	42½	300 lbs.	\$33.20

F. O. B. factory.

Grinder Countershafts



No.	Size Shaft	Tight and Loose Pulleys	Drive	Price
1	1½	5½x2½	10½x2½	\$ 9.95
2	1½	6 x3	12 x3½	12.80
3	1½	6 x4½	16½x3½	16.30

F. O. B. factory.

Rotary Rasp

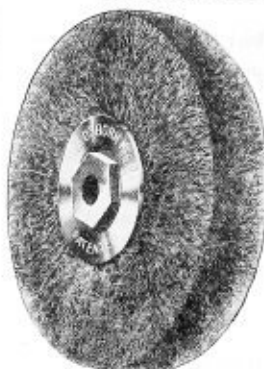


The only time-saving method of removing the old tread from tires is by means of the rotary rasp. Can be run safely at high speeds on any buffing stand or buffing motor. Diameter 7 inches and 2-inch face; 7 teeth to each row and each tooth in perfect alignment and hardened, insuring an even cutting surface. Equipped with removable iron flanges and any size arbor hole desired. If not specified, 1-inch arbor hole will be shipped. Weight, 7 lbs.

No. 258, Rasp complete, each.....	\$15.00
No. G76, Rasp band only, each.....	11.00
No. G77, Centers only, pair.....	4.00

When ordering specify size of arbor.

Economy Steel Wire Brushes



Any repair shop handling a considerable amount of work should use a buffing stand and the Economy Wire Brush. They save an immense amount of work in preparing casings and tubes for cement and new material.

They can, of course, be run on an ordinary emery grinder.

The wire wears down gradually, never breaking off in long lengths.

Be sure to mention size of arbor hole wanted. The

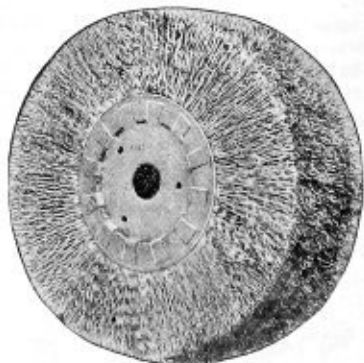
55C Brush furnished with holes ½ inch to 1 inch, 54C, ½ inch to 1½ inches.

	Diam. Brush	Width Face	Dealer's Price
No. 54C Complete	10"	1½"	\$16.00
No. 55C Complete	8"	1½"	12.00
No. 358 Extra Set Fillers for 54C.	10"	1½"	5.00
No. 364 Extra Set Fillers for 55C.	8"	1½"	4.00

The 10-inch brush should be speeded 1,800 to 2,100 R. P. M. and 8-inch brush, 2,100 to 2,400 R. P. M.

When ordering specify size of arbor.

"Samson" Steel Wire Brushes



This brush differs from the Economy only in that each section has a metal disc center or hub instead of all the sections being clamped together in one hub. Each center is punched to fit spindle. The collars of the grinder compress the sections when tightened up, making a compact buffing surface. The elimination of the hub enables quicker changing and reduces the cost materially.

Made from special tempered scratch brush wire, especially adapted to rubber work. The reinforced band on the metal stamping protects the wire and prevents it from crystallizing, bending or breaking.

We carry a complete stock of the following sizes:

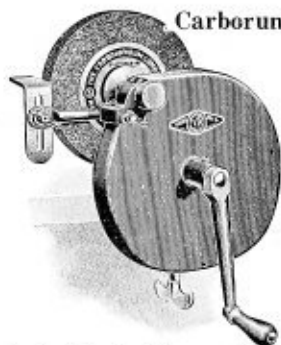
No. 408, 8-in. diam., 1½-in. face, each.....	\$3.00
No. 410, 10-in. diam., 2 -in. face, each.....	4.50

When ordering specify size of arbor.



GARAGE EQUIPMENT—Continued

Carborundum Grinder



This Grinder is fitted with an adjustable tool grinding guide and a Carborundum wheel 7½ inches in diameter, 1½ inches thick, 1½-inch arbor hole.

Weight packed in wood box, 26 lbs.

No. 4, complete, each\$13.75
No. 21, Foot Power Attachment 3.40

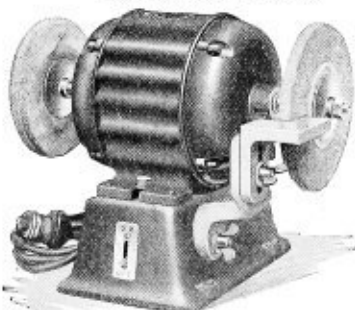
Carborundum Grinder

This Grinder is fitted with a medium grit Carborundum wheel, 6 inches in diameter, 1 inch thick, ¾-inch hole, and an adjustable tool grinding guide. Weight packed in wood box, 14½ lbs.

No. 3, complete, each\$10.00

No. 20, Foot Power Attachment 3.40

Grinder and Buffer



A combination Grinder and Buffer driven by a ¼ h.p., 1,800 r.p.m. alternating current motor; for 110 or 220 volt, 60 cycle service. For D. C. motor, add \$2.00 for 32 or 110 volt, or \$3.00 for 220 volts. Grinder has 6x½-inch wheel and the buffer a 7x¾-inch buff. A special wire-brush wheel for inner tubes can be supplied at \$1.50 extra. Weight, 52 lbs. Be sure to specify A.C. or D.C. and voltage.

No. G778, A. C. 110 or 220 Volt\$25.00

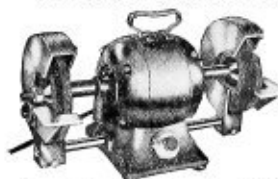
B. & D. Portable Electric Grinder



One-half H. P., 5x1x½-inch wheel, 23½-inch length over all. Weight, 21 lbs.; 110 volts. Complete with 15 feet of cord. Quick detachable base with adjustable tool rest. Grinding wheel. Wire brush wheel. Rag buffing wheel. Detachable wheel guard.

No. G650, complete\$85.00
No. G650A, same except 4" wheel 70.00

BLACK & DECKER 6-INCH ELECTRIC BENCH GRINDER



Not a universal motor. Specify whether required for D.C. or A.C. and if for A.C. specify whether 50 or 60 cycle.

A substantial two-wheel Electric Bench Grinder. One-quarter horsepower with grinding wheels mounted directly on motor shaft.

Lubricated with wick oilers.

It can be connected to an ordinary electric lamp socket and is shipped complete to run.

Size of wheel 6 in. diameter by ½ in. face
No load speed 3600 R. P. M.
Net weight 38 lbs.

Complete as illustrated with two grinding wheels, one coarse and one fine, two wheel guards, two tool rests, electric cable fitted with attachment plug and electric switch.

Price for 110 V.-60 C.-A.C.\$38.00

Price for 110 V.-40 or 50 C.-A.C. 42.00

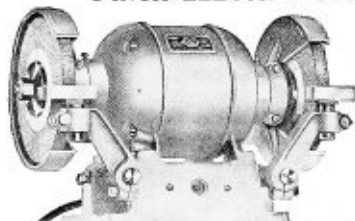
Price for 220 V.-60 C.-A.C. 42.00

Price for 110, 220 or 32 V.-D.C. 42.00

Threaded Taper Buffing Wheel Extension extra 3.50

Specify whether for Direct or Alternating Current, and if for Alternating state whether 40, 50 or 60 cycle.

BLACK & DECKER 8-INCH ELECTRIC GRINDER



Not a universal motor. Specify whether required for D. C. or A.C. and if for A.C. specify whether 40, 50 or 60 cycle.

Special attention has been given to the bearings with the result that it is durable and serviceable. Built for years of heavy duty.

One-half horsepower with grinding wheels mounted on motor shaft.

Size of wheels 8 in. diameter by ¾ in. face
No load speed 3600 R. P. M.
Net weight 75 lbs.

Bench Grinder complete as illustrated with two 8-inch grinding wheels, one coarse and one fine; 2 wheel guards, 2 adjustable tool rests, toggle switch in base and 5 feet of duplex electric cable.

Price for 110 V.-60 C.-A.C.\$90.00

Price for 110 V.-50 C.-A.C. 94.00

Price for 220 V.-60 C.-A.C. 94.00

Price for 110 or 220 V.-D.C. 94.00

Price for Pedestal, extra 18.00

Threaded Taper Buffing Wheel, Extension extra 5.00



GARAGE EQUIPMENT—Continued

BLACK & DECKER QUARTER-INCH PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Wt. 5 Lbs.

Operates on A. C. or D. C.

Very light in weight, but above all durable and serviceable. It is air-cooled and identical in construction with the larger Black & Decker drills. It is as light as it is possible to make it good.

Capacity in steel.....0 to 1/4 in.
No load speed.....2000 R. P. M.
Net weight.....5 lbs.

Drill complete with three-jaw chuck for straight shank drill bits up to 1/4 inch, which is maximum capacity for steel. 7 1/2 feet of duplex electric cable and separable attachment plug.

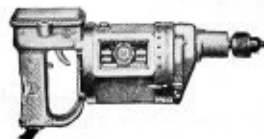
Price for 110 volts.....\$28.00

Price for 220 or 32 volts.....32.00

Grinding Outfit consisting of stand, arbor and grinding wheel extra.....3.00

BLACK & DECKER FIVE-SIXTEENTHS-INCH PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Wt. 7 Lbs.

Operates on A. C. or D. C.

Very light in weight, but above all durable and serviceable. It is air-cooled and identical in construction with the larger Black & Decker drills. It is as light as it is possible to make it good. This drill is a favorite with bodybuilders because of its high power and low weight.

Capacity in steel.....0 to 5/16 in.
No load speed.....1200 R. P. M.
Net weight.....7 lbs.

Drill complete with three-jaw chuck for straight shank drill bits up to 5/16 inch, which is maximum capacity for steel. 15 feet of duplex electric cable and separable attachment plug.

Price for 110 volts.....\$65.00

Price for 22 or 32 volts.....69.00

BLACK & DECKER THREE-EIGHTS INCH PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Wt. 14 Lbs.

Operates on A. C. or D. C.

Capacity in steel.....0 to 3/8 in.
No load speed.....900 R. P. M.
Net weight.....14 lbs.

Drill complete with combination spade handle and breast plate, three-jaw chuck for straight shank drill bits up to 3/8 inch, 15 feet of duplex electric cable and separable attachment plug.

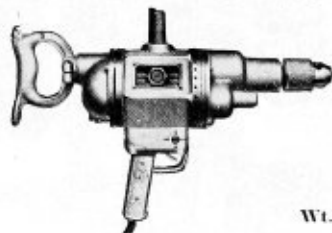
Price for 110 volts.....\$82.00

Price for 220 volts or 32 volts.....86.00

Fits BLACK & DECKER BENCH DRILL STAND or POST DRILL STAND

BLACK & DECKER SPECIAL HALF-INCH PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Wt. 15 Lbs.

Operates on A. C. or D. C.

Capacity in steel.....0 to 1/2 in.
No load speed.....475 R. P. M.
Net weight.....15 lbs.

Drill complete with combination spade handle and breast plate, three-jaw chuck for straight shank drills up to 1/2 in., 15 feet of duplex electric cable, separable attachment plug, and detachable side handle.

Price for 110 volts.....\$68.00

Price for 220 or 32 volts.....72.00

Feed screw, extra.....3.50

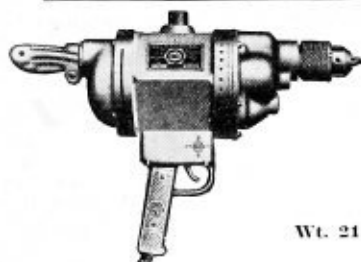
The BLACK & DECKER SPECIAL HALF-INCH DRILL fits the BLACK & DECKER BENCH DRILL STAND, or POST DRILL STAND.



GARAGE EQUIPMENT—Continued

BLACK & DECKER HEAVY-DUTY HALF-INCH PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Wt. 21½ Lbs.

Operates on A. C. or D. C.

Capacity in steel.....0 to ½ in.
No load speed.....600 R. P. M.
Net weight.....21½ lbs.

Drill complete with combination spade handle and breast plate, three-jaw chuck for straight shank drill bits up to ½ in., 15 feet of duplex electric cable separable attachment plug, and detachable side handle.

Price for 110 volts\$100.00

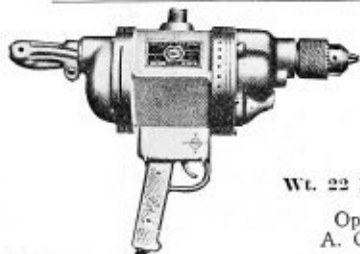
Price for 220 or 32 volts..... 104.00

Feed screw, extra 3.50

Fits BLACK & DECKER BENCH DRILL STAND, or POST DRILL STAND.

BLACK & DECKER FIVE-EIGHTHS-INC. PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Wt. 22 Lbs.

Operates on
A. C. or D. C.

This drill has been designed particularly to suit the requirements of garages and service stations, its capacity of ⅝ in. in tough steel making it suitable for practically all auto and truck work.

Capacity in steel.....0 to ⅝ in.
No load speed.....475 R. P. M.
Net weight.....22 lbs.

Drill complete with combination spade handle and breast plate, three-jaw chuck for straight shank drills up to ⅝ in., 15 feet of duplex electric cable, separable attachment plug, and detachable side handle.

Price for 110 volts.....\$105.00

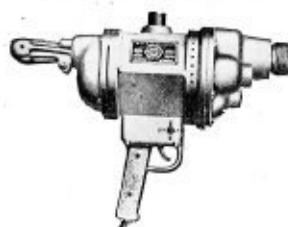
Price for 220 or 32 volts..... 109.00

Feed screw, extra 3.50

Fits BLACK & DECKER BENCH DRILL STAND, or POST DRILL STAND.

BLACK & DECKER NINE-SIXTEENTHS-INC. PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Operates on
A. C. or D. C.

Designed for use with No. 1 Morse Taper Shank Drill Bits.

Capacity in steel.....1-16 to 9-16 in.

No load speed.....600 R. P. M.

Net weight.....21 lbs.

Drill complete with combination spade handle and breast plate, No. 1 Morse Taper Removable Socket for taper shank drill bits 1-16 to 9-16 in., 15 feet of duplex electric cable, separable attachment plug, and detachable side handle.

Price for 110 volts\$105.00

Price for 220 or 32 volts..... 109.00

Feed screw, extra 3.50

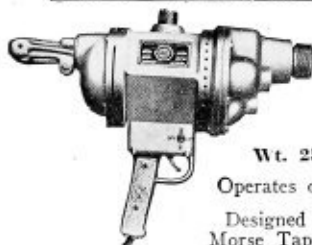
Spindle Sleeve for short Taper Shank

Drills, extra 3.00

Fits BLACK & DECKER BENCH DRILL STAND, or POST DRILL STAND.

BLACK & DECKER SEVEN-EIGHTHS-INC. PORTABLE ELECTRIC DRILL

"With the Pistol Grip and Trigger Switch"



Wt. 25 Lbs.

Operates on A. C. or D. C.

Designed for use with No. 2 Morse Taper Shank Drill Bits.

Drilling capacity in steel.....1-16 to 7-8 in.

Reaming capacity in steel.....¼ to 7-16 in.

No load speed.....350 R. P. M.

Net weight.....25 lbs.

Drill complete with combination spade handle and breast plate. No. 2 Morse Taper Removable Socket for taper shank drill bits from 37-64 to 7-8 in., 15 feet of duplex electric cable, separable attachment plug, and detachable side handle.

Price for 110 volts\$125.00

Price for 220 or 32 volts..... 129.00

Feed screw, extra 3.50

Fits BLACK & DECKER BENCH DRILL STAND, or POST DRILL STAND.

EXTRA EQUIPMENT

250 Speed Extra \$2.50

Spindle Sleeve for Short Shank Drills..... 3.50



GARAGE EQUIPMENT—Continued

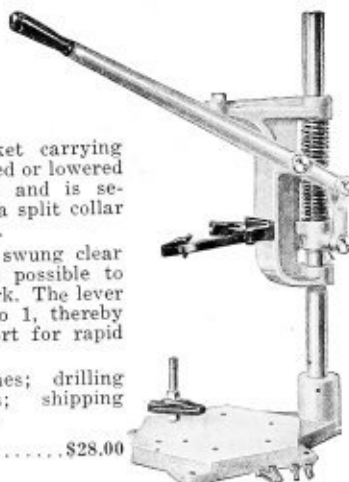
B. and D. Bench Drilling Stand

Takes 3/4-inch Black and Decker Portable Electric Drills, which can be quickly attached or detached. The bracket carrying the drill can be raised or lowered on vertical column and is secured by means of a split collar and clamping screw.

The drill can be swung clear of base, making it possible to drill heavy long work. The lever has a ratio of 6 to 1, thereby requiring little effort for rapid drilling.

Height, 30 inches; drilling radius, 7 inches; shipping weight, 110 pounds.

No. G100, price.....\$28.00



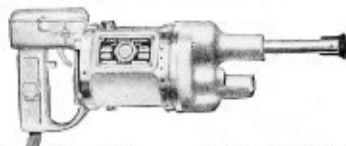
B & D Post Drill Stand

Essentially the same as above except equipped for mounting on post or wall.

No. G640, weight 80 lbs.....\$32.00

BLACK & DECKER ELECTRIC VALVE GRINDER

"With the Pistol Grip and Trigger Switch"



No. 1, Wt. 8 Lbs.

No. 2, Wt. 14 Lbs.

Operates on A. C. or D. C.

It embodies the same rugged construction as the drills, is air-cooled and can be operated continuously without overheating.

The spindle oscillates back and forth with a long steady sweep similar to the motion used in grinding by hand, but very much faster.

Electric Valve Grinder is complete with 15 feet of duplex electric cable, separable attachment plug, detachable bits, box of grinding compound and lift spring.

No. 1 Electric Valve Grinder

Net weight.....8 lbs.
For 110 volts, each.....\$45.00
For 220 or 32 volts, each.....49.00

No. 2 Electric Valve Grinder

Net weight.....14 lbs.
For 110 volts, each.....\$85.00
For 220 or 32 volts, each.....89.00

Blank Bits which can be filed to fit special valves, \$0.60 1/2 dozen.

Buick Valve Cage Grinding Attachment extra, in 2 sizes, \$1.75.

Power Bench Drill

A Bench Drill designed for garage and machine shop. The top of the drill base is planned off to use as a table when the regular drill table is turned to one side, thus giving a space 16 inches between the chuck and the base-table. The countershaft is supplied with a belt shift on the tight and loose pulley.

Specifications: Drills to center of a 10-inch circle. Bore holes up to 3/8 inches in diameter. Up-and-down run of spindle, 3 3/4 inches. Greatest distance from table to spindle, 16 inches. Size of tight and loose pulleys, 4x1 3/4 inches. Size of large cone, 4 1/2 x 1 1/2 inches. Size of small cone, 3x1 1/2 inches. Spindle is bored with No. 1 Morse taper hole. Height, 32 inches. Weight, 115 lbs.



No. 0, each.....\$40.00

Champion 14-Inch Upright Power Drill

The Champion 14-Inch Upright Power Drill is a gear-driven drill of the best and most improved construction. It combines the simplicity, speed and ease of operation of a sensitive drill with extreme power not usually found on drills of this kind.

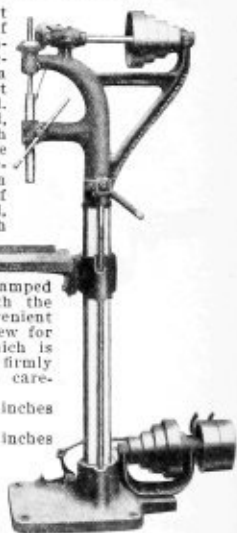
All beveled gears are planed, guaranteeing a perfect and smooth running drill. The bearings are large and powerful, the upper bearing being split to take up wear when necessary. The spindle made of high carbon steel is graduated, ground and fitted throughout with ball bearings, and is counter-balanced by a weight in the hollow column.

The table is tilting and can be clamped permanently at any angle and with the angular bracket makes it very convenient for complicated work. It has a screw for raising and lowering the table, which is quick acting, the table remaining firmly where it is placed. All gears are carefully guarded.

Height of drill.....60 inches
Distance between table and spindle.....34 inches
Distance between spindle and base.....45 inches
Distance from column to center of spindle.....7 1/4 inches
Diameter of column.....4 inches
Traverse of table on column.....27 inches

Size of table.....11 x 11 inches
Diameter of spindle.....1 1/2 inches
Traverse of spindle.....6 1/2 inches
Size of tight and loose pulleys.....7 x 2 1/2 inches
Size of cone pulley (four steps).....7 15/16-6 9/16-5 1/2-3 13/16 x 1 1/2 face
Speed of driving pulleys.....225 R. P. M.
Floor space.....10 x 18 inches
Capacity.....2 inch
Horse power required.....1
Hole in the spindle bored to fit No. 2 Morse Taper.
Weight, crated, 490 pounds.

No. G93, each, F. O. B. factory.....\$97.50





GARAGE EQUIPMENT—Continued

CHAMPION POWER DRILL

Champion 20-Inch Back-Geared Upright Power Drill with Lever, Wheel, Power Feed and Automatic Stop

An Exclusive Automotive Repair Shop Power Drill

The Champion 20-inch Upright Power Drill is the most thoroughly modern and up-to-date Power Drill manufactured, combining all the good features that a machine of its kind ought to have; in every respect equal and in many respects superior to any Drill of its size on the market. It combines simplicity and speed in operation with strength and rigidity and drills with perfect accuracy holes up to 1½ inches. It is a strictly high-grade Power Drill with the very best material and workmanship represented in its entire construction.

All Gears are machine cut. The Bevel Gears are all planed, guaranteeing a perfectly smooth and noiseless running drill. The Bearings are large and powerful. The upper shaft has split bearings to take up the customary wear and tear. The change from plain to Back Geared Drill is done in an instant by simply sliding the gears.

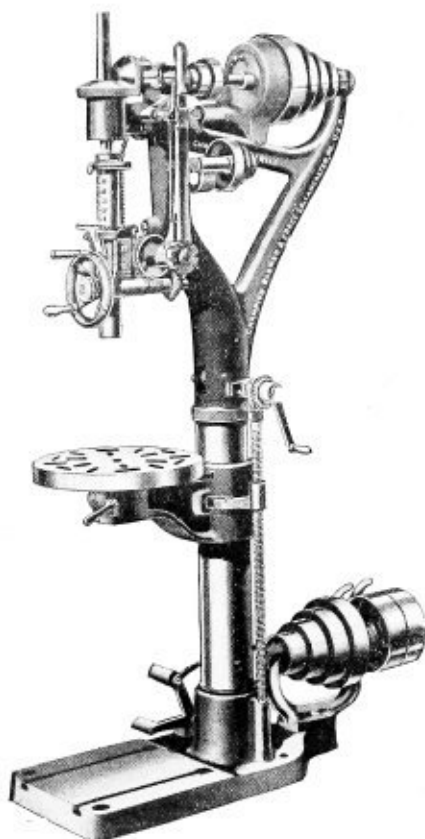
The Champion 20-inch Back-Geared Upright Power Drill has eight speeds with three (3) distinct and complete feeds—Power-, Wheel-, and Lever-Feed.

It is supplied with all the graduated and automatic features found on drills costing ten times the amount. The spindle and sleeve are ground and counter-balanced by a weight in the hollow column.

This Drill has screw for raising and lowering the table, which is very convenient and quick in action with table firmly remaining where it is stopped. It is the most accurate and best finished Power Drill that human hands can manufacture.

Dimensions

Height of drill.....	75 inches
Distance between table and spindle.....	27 inches
Distance between spindle and base.....	42½ inches
Distance from column to center of spindle.....	10½ inches
Diameter of crown gear.....	5½ inches
Diameter of pinion gear.....	3½ inches
Diameter of column.....	5½ inches
Traverse of table on column.....	18½ inches
Diameter of table.....	16 inches
Diameter of spindle.....	1½ inches
Traverse of spindle.....	8 inches
Size of tight and loose pulleys.....	8 x 2½ inches
Size of cone pulleys (4-step).....	4, 5½, 7½, 9 x 2 in. face
Speed of driving pulleys.....	300 RPM
Floor space required (square base).....	16 x 46 inches
Floor space required (round base).....	22 x 35 inches
Horse power required.....	1
Hole in spindle bored to fit Morse Taper No. 4.....	



Champion 20-Inch Back-Geared Upright Power Drill with Square Base Complete, Less Belts, Weight 825 lbs. No. G94, each\$200.00

22-Inch Back Geared Drill Press

Dimensions

Height of drill.....	76 inches
Distance between table and spindle.....	27 inches
Distance between spindle and base.....	43 inches
Diameter of the table.....	18½ inches
Size of tight and loose pulleys.....	8x2½ inches
Hole in spindle bored to fit Morse Taper No. 4.....	
Speed of driving pulleys.....	300 RPM
Horse power required.....	1 h. p.
Weight.....	1150 lbs.
22-in. Back Geared Drill Press.....	\$250.00

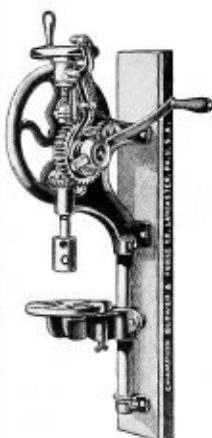
For Chucks See Page 89

All prices quoted on this page F. O. B. factory

GARAGE EQUIPMENT—Continued

Self-Feed Blacksmith Post Drill

Made With Ball Bearings



Here is a low-priced drill that is well made and particularly adaptable for light work.

All bearings are ground out of the solid metal. No babbitt used on this drill.

End thrust ball bearings save 20 to 50 per cent. in power and are made from the highest grade of lathe-turned tool steel.

Has automatic self-feed. It has lathe-turned and slotted table.

Spindle bored like Champion Never-Slip-Chuck to take in $\frac{3}{8}$ -inch straight shank drill bits.

Champion Drills are all machine-jigged, therefore all parts are absolutely standard and interchangeable.

Drills to center of 12" circle. Drill sizes up to $\frac{3}{4}$ ". Spindle $\frac{1}{2}$ " diameter. Length of feed, 3". Weight 65 pounds.

No. 102, each.....\$7.45

Self-Feed Blacksmith Post Drill

Made With Ball Bearings

This Automatic Self-Feed Drill represents in design the world's first satisfactory low-priced Post Drill.

Champion Drills are all machine-jigged, therefore all parts are absolutely standard and interchangeable.

All bearings are ground out of the solid metal. No babbitt used on this drill.

Spindle has end thrust ball bearings, which save 20 to 50 per cent. in power and are made from the highest grade of lathe-turned tool steel.

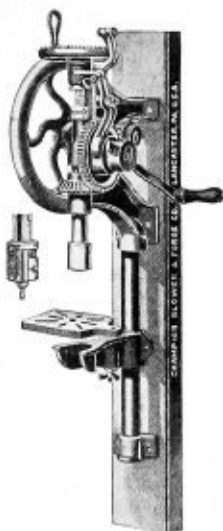
Has automatic self-feed; lathe-turned and slotted table.

Spindle bored like Champion "Patented" Never-Slip Chuck to take in $\frac{3}{8}$ -inch straight shank drill bits.

Drills to center of 14 $\frac{1}{2}$ " circle. Drill sizes up to 1". Spindle $1\frac{1}{2}$ " diameter. Length of feed, 3". Weight, 100 lbs.

No. 90, each.....\$12.00

No. 90, with tight and loose pulleys, 6 inches in diam., 2-inch face for power. Speed 250 R.P.
 Price.....\$15.20



Self-Feed Three-Gear Blacksmith Post Drill

Made With Ball Bearings



This drill is stocky in design and has three gears to give second speed same turning direction of the crank as the first speed.

All bearings are ground out of the solid metal. No babbitt used on this drill.

The end thrust ball bearings save 20 to 50 per cent. in power and are made from the highest grade of lathe-turned tool steel.

Has automatic self-feed. It has lathe-turned and slotted table.

Drills to center of 15" circle. Drill sizes up to $1\frac{1}{4}$ ". Spindle $1\frac{1}{2}$ " diameter. Length of feed, 3". Weight, 115 lbs.

No. 95, each.....\$15.70

No. 95, with tight and loose pulleys, 6 inches in diameter, 2-in. face for power. Speed 250 R. P. M. Price.....\$18.80

Hand-Feed and Quick-Return Self-Feed Blacksmith Post Drill

Made With Ball Bearings

This Automatic Self-Feed and Propeller Wheel Hand-Feed and Quick-Return Drill on both speeds is a simple and very substantially built drill.

The propeller wheel hand feed and self feed are independent of each other and for quick work the hand feed is unsurpassed and acts as the quick return for the drill bit.

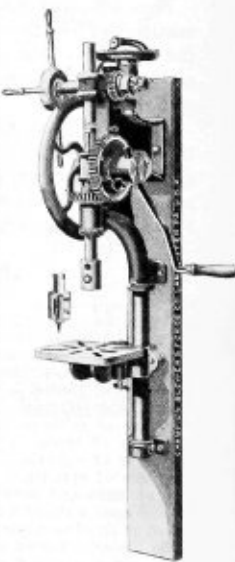
It has end thrust ball bearings, which save 20 to 50 per cent. in power and are made from the highest grade of lathe-turned tool steel. It has lathe-turned and slotted table.

No babbitt used on this drill. All bearings are ground out of the solid metal.

Drills to center of 16 $\frac{1}{2}$ " circle. Drill sizes up to $1\frac{1}{2}$ ". Spindle, $1\frac{1}{2}$ " diameter. Length of feed, 5 $\frac{1}{2}$ ". Weight, 160 lbs.

No. 97, each.....\$22.65

No. 97, with tight and loose pulleys, 6 inches in diameter, and 2-inch face for power. Speed 250 R. P. M. Price.....\$25.50





GARAGE EQUIPMENT—Continued

Star Chucks

These chucks may be used on drill press or lathe in conjunction with another chuck. Hold round shanks, which they grip tightly and accurately. The jaws are carefully adjusted into the socket and close by pressure of the spindle. Springs controlling the jaws are situated far down in the base, where they cannot possibly be reached by the shank of a bit and jammed or knocked out. Polished and with machinists' finish.



No. 4



Nos. 5, 6 and 7

Number	4	5	6	7
Capacity	0- $\frac{1}{8}$ "	0- $\frac{1}{4}$ "	0- $\frac{3}{8}$ "	0- $\frac{1}{2}$ "
Outside diameter of chuck	$\frac{1}{8}$ "	1"	1 $\frac{1}{2}$ "	1 $\frac{3}{4}$ "
Dimensions of shank	2 $\frac{1}{2}$ x $\frac{1}{2}$ "	2 $\frac{1}{2}$ x $\frac{1}{2}$ "	2 $\frac{1}{2}$ x $\frac{1}{2}$ "	2 $\frac{1}{2}$ x $\frac{1}{2}$ "
Weight	6 oz.	7 oz.	10 oz.	17 oz.
Price, each	\$1.30	\$1.75	\$2.65	\$3.50

Lathe Chucks

This chuck is equipped with Holdall jaws, which have patent milling and are universal in their gripping capabilities. Not only bitstock shanks, but also round shanks from $\frac{1}{4}$ to $\frac{1}{2}$ inch, and No. 1 Morse taper shanks can be held fast and centered with reasonable accuracy in this chuck. The jaws are of forged steel hardened.



Polished chuck and solid steel shank; outside diameter of chuck, $\frac{1}{2}$ inches; dimensions of shank, $\frac{1}{2}$ x $\frac{1}{2}$ inches.

No. 150, each.....\$2.00

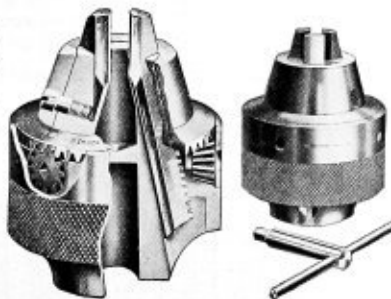
Federal Inserted Center

Small high speed inserts give maximum service and can be replaced cheaper than salvaging the ordinary center.

Taper No.—	2	3	4	5
Price	\$2.50	\$3.50	\$4.50	\$5.50

Drill Chucks Geared Pattern

The Skinner Geared Chuck is recommended for use on drills and lathes because of its accuracy and convenience. The gears are all enclosed; away from chips and dirt.



Number	Capacity	Outside Diameter Inches	Length of Body Inches	Total Length of Jaws Extended Inches	Each
21	0- $\frac{1}{4}$ "	1- $\frac{1}{2}$ "	1- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	\$7.70
22	0- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	2- $\frac{1}{2}$ "	8.80
23	0- $\frac{3}{4}$ "	3- $\frac{1}{2}$ "	3- $\frac{1}{2}$ "	4- $\frac{1}{2}$ "	12.00
24	1- $\frac{1}{2}$ "	4- $\frac{1}{2}$ "	4- $\frac{1}{2}$ "	5- $\frac{1}{2}$ "	22.00

Drill Chucks

Improved Pattern

The body of this chuck is made of a special grade of steel and will not break in service. The face plate adds to the strength of the body and also prevents larger work than the chuck is designed for being used.

The jaws are of tool steel, accurately machined, carefully tempered, and fitted to work smoothly in the body of the chuck and on the screws. Observe that the jaws do not project through the face plate.

The operating screw—the vital part—is larger than that of any other chuck of like capacity of this type and is made of a special analysis tool steel of great tensile and torsional strength. The hole in the back of the chuck is tapered to receive the arbor, but can be bored out and threaded to customer's template at small additional cost.

All parts are interchangeable.



Number	Capacity Inches	Diameter Inches	Length Inches	Price Each
41	0 to $\frac{1}{4}$ "	1 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "	\$6.60
42	0 to $\frac{3}{8}$ "	1 $\frac{3}{4}$ "	2 $\frac{3}{4}$ "	7.15
43	0 to $\frac{1}{2}$ "	2"	3 $\frac{1}{4}$ "	7.70
44	0 to $\frac{3}{4}$ "	2 $\frac{1}{2}$ "	3 $\frac{3}{4}$ "	8.80
45	0 to 1"	3 $\frac{1}{2}$ "	4 $\frac{1}{4}$ "	11.00

Center Arbors for Drill Chucks

Made of Steel with Hardened Tang and Ground True to Gauges



Specify size and make of Chuck

No.	Description	Each
No. 1—Morse	Taper Shanks.....	\$1.10
No. 2—Morse	Taper Shanks.....	1.10
No. 3—Morse	Taper Shanks.....	1.40
No. 4—Morse	Taper Shanks.....	2.30
No. 5—Morse	Taper Shanks.....	3.85

Steel Sleeves No. 102



For Morse Taper

Size	Description	Each
2-3	Has No. 2 Hole and Outside Fitting No. 3.....	\$2.40
2-4	Has No. 2 Hole and Outside Fitting No. 4.....	3.00
3-4	Has No. 2 Hole and Outside Fitting No. 4.....	3.00
3-5	Has No. 3 Hole and Outside Fitting No. 5.....	4.40

Plain Arbor with Blank Shank

4 $\frac{1}{2}$ inches long, and $\frac{1}{2}$ or 1 inch diameter



Fitted to	Each
Fitted to $\frac{1}{2}$ -inch, $\frac{3}{4}$ -inch and $\frac{1}{2}$ -inch Drill Chucks.....	\$0.85
Fitted to $\frac{3}{4}$ -inch Drill Chucks.....	1.10
Fitted to 1-inch Drill Chucks.....	1.40

Arbor for Blacksmith Drill Press

With $\frac{1}{2}$ -inch, or $\frac{1}{4}$ /64-inch shank



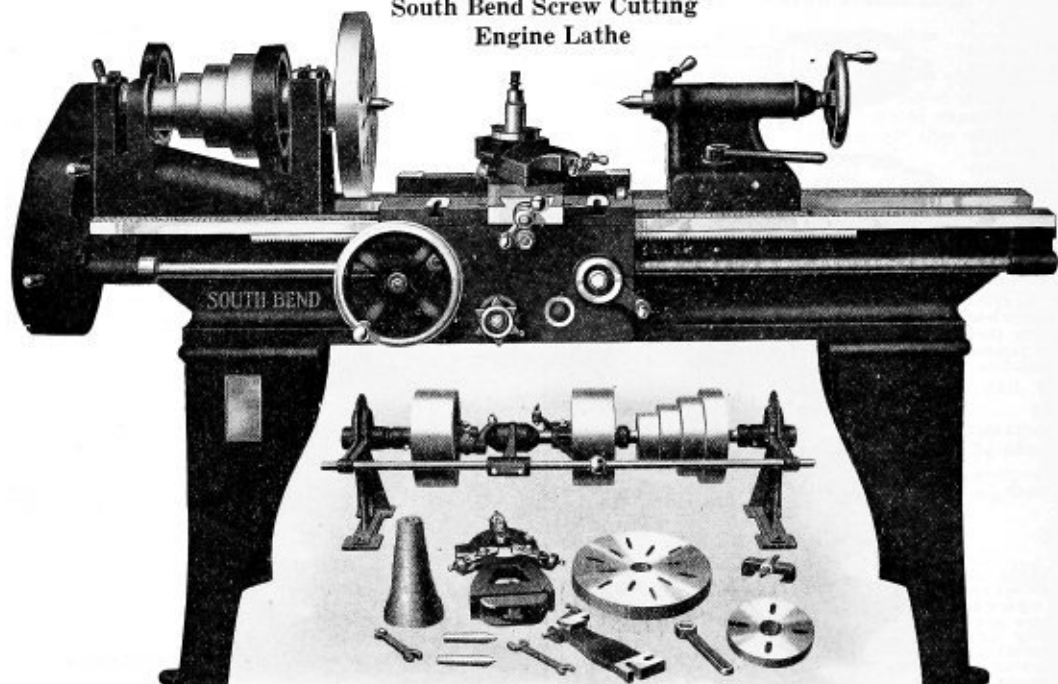
Fitted to	Each
Fitted to $\frac{1}{2}$ -inch, $\frac{3}{4}$ -inch and $\frac{1}{2}$ -inch Chuck.....	\$0.55
Fitted to $\frac{3}{4}$ -inch Chuck.....	.90

In ordering Arbors state size and make of Chuck. Also what equipment the Arbor and Chuck are to be used on.



GARAGE EQUIPMENT—Continued

South Bend Screw Cutting Engine Lathe



Bed is rigid, cross ribbed by heavy box braces cast in at short intervals its entire length; has three V's and one flat way for front bearing of head stock, tail stock and carriage. The rack attached is of steel, cut from the solid bar.

Head Stock is equipped with improved reverse. Spindle cone has four steps. Spindle is of special carbon steel, accurately ground, and has hole its entire length. Centers are Morse taper. Bearings are the best phosphor bronze with ample oiling facilities, and are adjustable for wear.

Tail Stock is offset to allow compound rest to swivel parallel to bed and is provided with set-over for turning taper. Tail stock center is self-ejecting.

Carriage is strong, with wide, deep bridge; has T

slots for clamping work for milling and boring. Both automatic cross feed and automatic longitudinal feed are operated from the front of apron and but one feed at a time can be engaged. Both feeds are driven by a splined screw and worm so that the thread of the lead screw is used for thread cutting only.

Thread Cutting. Lathe is indexed to cut standard threads from 4 to 40, right or left, including 1½ pipe thread, and by compounding the gears furnished many other threads can be cut.

Graduation. The compound rest is graduated in degrees. The cross-feed screw has micrometer graduated collar reading in one-thousandths of an inch.

Equipment, as shown in cut, is included in the price.

Regular equipment, as illustrated under lathe, is included in price

No. of Lathe	Swing Over Bed	Length of Bed	Distance Between Centers	Swing Over Carriage	Hole Through Spindle	Diam. of Spindle Nose	Opening Tool Post Inches	Counter-shaft Speed	Weight Crtd	Weight Boxed for Export	Price F. O. B. Factory
25-Y	9¼ in.	3 ft.	18 in.	6½ in.	1½ in.	1¼ in.	¾ x 1½ in.	290 R.P.M.	460	530	\$176.00
27-A	11¼ in.	4 ft.	26 in.	7½ in.	2 in.	1½ in.	¾ x 1½ in.	275 R.P.M.	625	835	220.00
34-A	13¼ in.	4 ft.	18 in.	9 in.	2½ in.	1¾ in.	1½ x 1½ in.	275 R.P.M.	950	1050	292.00
34-B	13¼ in.	5 ft.	30 in.	9 in.	2½ in.	1¾ in.	1½ x 1½ in.	275 R.P.M.	1000	1180	304.00
34-C	13¼ in.	6 ft.	42 in.	9 in.	2½ in.	1¾ in.	1½ x 1½ in.	275 R.P.M.	1050	1200	316.00
34-D	13¼ in.	7 ft.	54 in.	9 in.	2½ in.	1¾ in.	1½ x 1½ in.	275 R.P.M.	1100	1270	328.00
34-E	13¼ in.	8 ft.	66 in.	9 in.	2½ in.	1¾ in.	1½ x 1½ in.	275 R.P.M.	1150	1350	344.00
37-B	15¼ in.	5 ft.	27 in.	10¼ in.	1½ in.	2¼ in.	1½ x 1½ in.	230 R.P.M.	1350	1600	360.00
37-C	15¼ in.	6 ft.	39 in.	10¼ in.	1½ in.	2¼ in.	1½ x 1½ in.	230 R.P.M.	1425	1675	376.00
37-D	15¼ in.	7 ft.	51 in.	10¼ in.	1½ in.	2¼ in.	1½ x 1½ in.	230 R.P.M.	1500	1725	392.00
37-E	15¼ in.	8 ft.	63 in.	10¼ in.	1½ in.	2¼ in.	1½ x 1½ in.	230 R.P.M.	1650	1900	408.00
37-G	15¼ in.	10 ft.	87 in.	10¼ in.	1½ in.	2¼ in.	1½ x 1½ in.	230 R.P.M.	1900	2250	444.00
40-C	16¼ in.	6 ft.	36 in.	11½ in.	1½ in.	2½ x 8 th.	2 x 1½ in.	225 R.P.M.	1700	1875	420.00
40-D	16¼ in.	7 ft.	48 in.	11½ in.	1½ in.	2½ x 8 th.	2 x 1½ in.	225 R.P.M.	1750	2000	436.00
40-E	16¼ in.	8 ft.	60 in.	11½ in.	1½ in.	2½ x 8 th.	2 x 1½ in.	225 R.P.M.	1825	2050	452.00
40-G	16¼ in.	10 ft.	84 in.	11½ in.	1½ in.	2½ x 8 th.	2 x 1½ in.	225 R.P.M.	2025	2150	484.00

Lathes of other makes, sizes and specifications quoted on application.



GARAGE EQUIPMENT—Continued

Independent Chucks No. 900



Iron Body
Hardened Steel Bearings
Solid Reversible Jaws

SPECIFICATIONS

Body—A single casting, well proportioned, of great strength, highly finished, the face being ground true to straight edge and accurately graduated in inches, the larger sizes being very heavy. 9-inch and 10-inch have openings in the face between the jaws. 12-inch to 16-inch have T slots in the face.

Jaws—The jaws are made of steel and thoroughly case-hardened, and have raised and ground steps. They are reversed by running off the screw at the periphery and turning end for end.

Screws—The screws are made of a fine quality of steel, are of large diameter with a heavy square thread, are nicely fitted to the bearings, and are threaded the full length, giving a long range of adjustment to the jaws.

Bearings—Hardened steel thrust bearings for the jaw adjusting screws are furnished in both the iron and steel body chucks.

Bolts—A set of 4 bolts is furnished with each chuck.

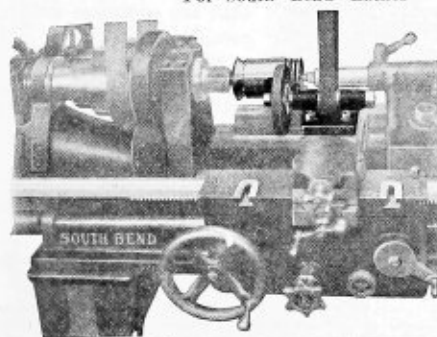
Wrench—A T-handle steel wrench of suitable proportion is furnished with each chuck.

Fitting to the Lathe—The chuck is provided with a recess in the back, to which a face plate is fitted, this plate also being fitted to the lathe or machine spindle.

Order Number	Rated Size of Chuck Inches	Will Hold About Inches	Shipping Weight Lbs.	Price
908	8	9 1/2	34	\$26.00
909	9	11 1/2	42	28.00
910	10	12 1/2	49	30.00
911	12	14 1/2	80	35.00
914	14	16 1/2	105	40.00
915	15	18	122	43.00
916	16	19	133	46.00
918	18	21	175	64.00

Piston Grinding Attachment

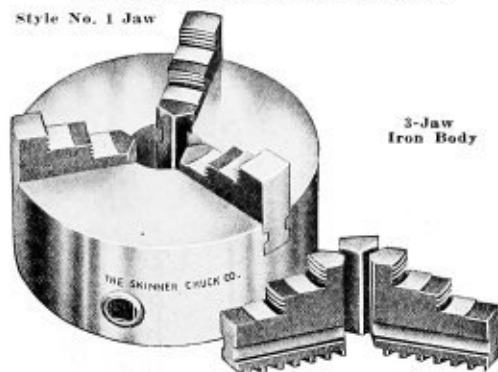
For South Bend Lathes



For grinding Semi-Machined or Oversize Pistons on an engine lathe. After the pistons are ground, the attachment may be quickly removed and the lathe used for regular machine or tool work. Write for full details and prices.

Universal Geared Scroll Chucks

Style No. 1 Jaw



3-Jaw
Iron Body

Style No. 2 Jaw

Style No. 1 Jaws (shown in chuck) supplied on series No. 3100. For holding work on the steps, jaws to be on the outside (not reversible).

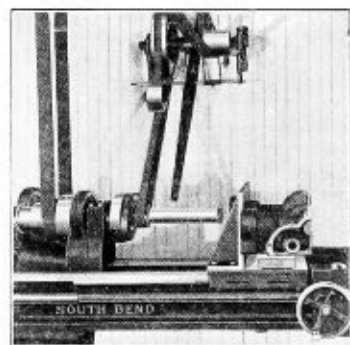
Style No. 2 Jaws (shown as extra set) supplied on series No. 3200. For holding work such as rings, jaws to be on the inside. Can also be used to advantage in holding drills, bars and rods.

Series 3100—Three Jaw Common Jaw			Series 3200—Three-Jaw Reverse Jaw		
Order Number	Size Inches	Price	Order Number	Size Inches	Price
3103	3	\$17.00	3203	3	\$17.00
3104	4	19.00	3204	4	19.00
3105	5	21.00	3205	5	21.00
3106	6	24.00	3206	6	24.00
3107	7 1/2	27.00	3207	7 1/2	27.00
3109	9	33.00	3209	9	33.00
3110	10 1/2	38.00	3210	10 1/2	38.00
3112	12	45.00	3212	12	45.00

Series 3400—Three-Jaw			Series 3403—Three-Jaw		
Order Number	Size Inches	Price 2 Sets Jaws	Order Number	Size Inches	Price 2 Sets Jaws
3403	3	\$20.00	3407	7 1/2	\$32.00
3404	4	22.00	3409	9	38.00
3405	5	24.00	3410	10 1/2	44.00
3406	6	28.00	3412	12	62.00

Note: No. 3400 series chucks furnished complete with 2 sets of jaws as illustrated above.

Cylinder Re-Grinding Attachment



A practical attachment fitted to the bed of a lathe that will regrind cylinders of many makes of engines. Can be supplied for South Bend Lathes, 16-inch swing and larger. Write for full information and prices.

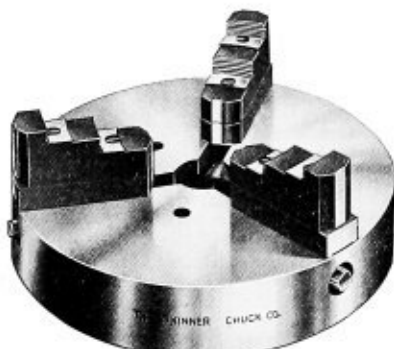


GARAGE EQUIPMENT—Continued

Universal and Combination Geared Scroll Chucks

Series 300—3-Jaw
Series 600—3-Jaw
Series 800—4-Jaw

Universal Iron Body
Combination Iron Body
Combination Iron Body



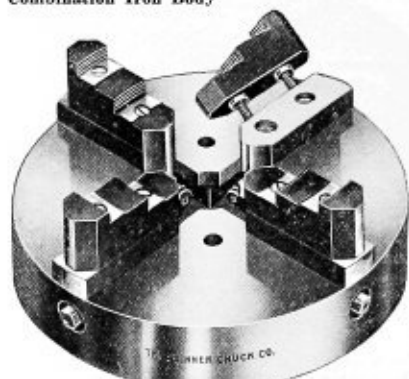
With Style "J" Patent Reversible Jaws

To reverse this jaw simply loosen the jaw screws, turn the upper section end for end and tighten the screws again.

A Universal Lathe Chuck is one in which the jaws are all operated at once, moving to and from the center together and having a common center at all times.

A Combination Chuck is one which may be operated either as a Universal chuck or as an Independent chuck.

These are the most accurate types of lathe chucks made and are recommended for use where accuracy is essential. The Geared Screw type of Chuck has extra



With Style "J" Patent Reversible Jaws

strong gearing and possesses a very powerful grip.

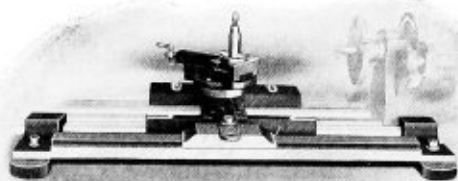
We invariably recommend the purchase of a three-jaw chuck in preference to the four-jaw type when ordered in the Universal pattern.

The Combination Chuck is especially useful in the tool room and machine shop where a large variety of work is to be handled.

The style "J" patent 2-piece Reversible Jaws are ordinarily furnished with Universal and Combination Geared Screw Lathe Chucks.

Rated Size Inches	Will Hold Approximately Inches	Universal Series 300 Three-Jaw		Combination Series 600 Three-Jaw		Combination Series 800 Four-Jaw	
		Order Number	Price	Order Number	Price	Order Number	Price
6	7 1/4	306J	\$32.00	606J	\$35.00	806J	\$42.00
8	8 3/8	308J	35.00	608J	42.00	808J	50.00
9	9 1/2	309J	41.00	609J	45.00	809J	54.00
12	12 3/8	312J	49.00	612J	56.00	812J	66.00
15	16 3/8	315J	60.00	615J	70.00	815J	82.00
18	18 3/8	318J	75.00	618J	87.00	818J	102.00

South Bend Taper Attachment



Fitted to a 15-inch South Bend Lathe

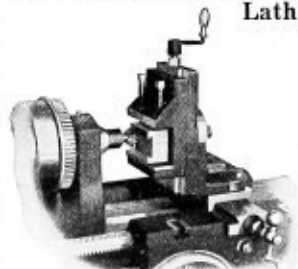
The illustration shows improved taper attachment fitted to a 15-inch South Bend Lathe. The attachment is fitted to the lathe bed proper, attached by two clamps to the rear V of the bed. This arrangement admits of the adjustment of the taper attachment along the entire length of the lathe.

This attachment may be fitted to any size lathe and should be fitted before the lathe leaves the factory.

Size of Lathe..... 13" 15" 16" 18" 21" 24"
Price of Attachment \$65.00 \$70.00 \$75.00 \$80.00 \$100.00 \$115.00

Specify Size of Lathe

Milling and Key-Way Cutting Attachment for Lathes



Mill and Key-Way Cutting Attachment

This attachment is designed for South Bend Lathes, but it can also be fitted, by a mechanic, to lathes of other makes that are equipped with a compound rest.

Arbors or cutters are not included in the price of the attachment, but are extra.

	No. 3	No. 4	No. 5	No. 6	No. 7
Size Lathe used on.....	13"	15"	16", 18"	21"	24"
Vertical Feed	5"	6"	7"	8"	10"
Cross Feed	6"	7"	8"	9"	10"
Vise will hold.....	2 1/2"	3 1/2"	4"	4 1/2"	5"
Depth of Jaws.....	1 1/2"	1 1/2"	2"	2 1/2"	2 1/2"
Width of Base.....	5"	5 1/2"	6"	7 1/2"	8"
Width of Jaws.....	5"	5 1/2"	6"	7 1/2"	8"
Weight	40 lbs.	50 lbs.	65 lbs.	80 lbs.	100 lbs.
Price	\$45.00	\$50.00	\$55.00	\$80.00	\$90.00



GARAGE EQUIPMENT—Continued

Lathe Tools



"Big Ten" Tool Holder Set

This set includes the ten tools shown above and is so complete as to cover the entire range of lathe work and to render entirely unnecessary the forging of tools with the attendant waste of time and material. Each Holder is equipped with Wrench and one High Speed Cutter.

Set No.	Size of Tool Shanks Inches	For Lathes (See Note)	Weight of Set Pounds	Price Set of Ten	Set No.
00	$\frac{1}{4}$ x $\frac{3}{4}$	7 to 10 In. Swing	61½	\$20.90	00
0	$\frac{3}{8}$ x $\frac{7}{8}$	10 to 12 In. Swing	81½	22.20	0
1	$\frac{1}{2}$ x $1\frac{1}{8}$	14 to 16 In. Swing	17	26.65	1
2	$\frac{5}{8}$ x $1\frac{3}{8}$	16 to 18 In. Swing	27	34.45	2
3	$\frac{3}{4}$ x $1\frac{5}{8}$	18 to 20 In. Swing	43	46.00	3
4	$\frac{7}{8}$ x $1\frac{3}{4}$	24 to 36 In. Swing	62	60.25	4
5	1 x 2	36 to 48 In. Swing	91	79.25	5

"Handy Five" Tool Holder Set

This set includes the Five Lathe Tools which are constantly used on ordinary work—

- Straight Shank Turning Tool.
 - Boring Tool.
 - Threading Tool.
 - Right-Hand Off-set Cutting-off Tool.
 - Right-Hand Off-set Side Tool.
- Each Holder is equipped with Wrench and one High Speed Cutter.

Set No.	Size of Tool Shanks Inches	For Lathes (See Note)	Weight of Set Pounds	Price Set of Five	Set No.
00-F	$\frac{1}{4}$ x $\frac{3}{4}$	7 to 10 In. Swing	4	\$11.60	00-F
0-F	$\frac{3}{8}$ x $\frac{7}{8}$	10 to 12 In. Swing	5	12.15	0-F
1-F	$\frac{1}{2}$ x $1\frac{1}{8}$	14 to 16 In. Swing	9½	14.65	1-F
2-F	$\frac{5}{8}$ x $1\frac{3}{8}$	16 to 18 In. Swing	16	19.00	2-F
3-F	$\frac{3}{4}$ x $1\frac{5}{8}$	18 to 20 In. Swing	25	25.60	3-F
4-F	$\frac{7}{8}$ x $1\frac{3}{4}$	24 to 36 In. Swing	37	33.95	4-F
5-F	1 x 2	36 to 48 In. Swing	53	44.75	5-F

Lathe Dogs

Number	With Square Head Screw	With Headless Screw	Capacity Inches	Weight Each Pounds	Wrench for Headless Screw Each Extra	Dogs Price Each
1	1-H	$\frac{3}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	\$0.06	\$0.50
2	2-H	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	.07	.55
3	3-H	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	.08	.60
4	4-H	1	1	1	.09	.70
5	5-H	$1\frac{1}{4}$	$1\frac{1}{2}$	$1\frac{1}{2}$	.10	.85
6	6-H	$1\frac{1}{2}$	2	2	.12	1.00



Turning Tools

Specify whether straight shank, Right-Hand or Left-Hand Off-set tool holder is desired when ordering from following list.

Each tool complete with High Speed cutter and wrench.

No.	Size of Holder Inches	Size of Cutter Inch Square	Weight Each Pounds	Extra Cutter Bits High Speed Each	Price Each Complete
00	$\frac{1}{4}$ x $\frac{3}{4}$ x $4\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	\$0.15	\$1.80
0	$\frac{3}{8}$ x $\frac{7}{8}$ x 5	$\frac{3}{8}$	$\frac{3}{4}$	.20	1.90
1	$\frac{1}{2}$ x $1\frac{1}{8}$ x 6	$\frac{1}{2}$	$1\frac{1}{2}$	.35	2.15
2	$\frac{5}{8}$ x $1\frac{3}{8}$ x 7	$\frac{5}{8}$	2½	.55	2.70
3	$\frac{3}{4}$ x $1\frac{5}{8}$ x 8	$\frac{3}{4}$	3½	.90	3.60
4	$\frac{7}{8}$ x $1\frac{3}{4}$ x 9	$\frac{7}{8}$	4½	1.30	4.60
5	1 x 2 x 11	1	7½	2.35	6.50
6	$1\frac{1}{4}$ x $2\frac{1}{4}$ x 13	$1\frac{1}{4}$	12	3.85	9.00
7	$1\frac{1}{2}$ x $2\frac{1}{2}$ x 16	$1\frac{1}{2}$	19	5.85	15.00
750	$1\frac{5}{8}$ x $2\frac{3}{4}$ x 18	1	26	8.35	22.00
800	$1\frac{3}{4}$ x 3 x 20	$1\frac{3}{4}$	32	11.35	28.50

Boring Tools

Each Tool is boxed separately and price includes Holder and Bar, straight and 45 deg. End Caps, two High Speed Cutters and Double Head Wrench.

No.	Size Shank Inches	Diameter Bar Inches	Size of Cutter Inch Square	Weight Each Pounds	Extra Cutter Bits High Speed Each	Price Each Complete
00B	$\frac{1}{4}$ x $\frac{3}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{2}$	\$0.10	\$3.25
0	$\frac{3}{8}$ x $\frac{7}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{4}$	.10	3.25
1	$\frac{1}{2}$ x $1\frac{1}{8}$	$\frac{1}{2}$	$\frac{1}{2}$	1	.18	3.85
10	$\frac{5}{8}$ x $1\frac{3}{8}$	$\frac{5}{8}$	$\frac{5}{8}$	1½	.30	5.10
11	$\frac{3}{4}$ x $1\frac{5}{8}$	$\frac{3}{4}$	$\frac{3}{4}$	1½	.50	7.25
12	$\frac{7}{8}$ x $1\frac{3}{4}$	$\frac{7}{8}$	$\frac{7}{8}$	17	.75	10.75
13	1 x 2	1½	$\frac{3}{2}$	25	1.00	15.00

Cutting-off Tools

Specify whether straight, Right or Left-Hand Off-set Tool is desired.

No.	Size of Holder Inches	Size of Cutter Inches	Weight Each Pounds	Extra Cutters High Speed Each	Price Each Complete
19	$\frac{1}{4}$ x $\frac{3}{4}$ x $4\frac{1}{2}$	$\frac{1}{4}$ x $\frac{1}{2}$	$\frac{1}{2}$	\$0.60	\$1.90
20	$\frac{3}{8}$ x $\frac{7}{8}$ x 5	$\frac{3}{8}$ x $\frac{3}{8}$	$\frac{3}{4}$	.65	2.00
21	$\frac{1}{2}$ x $1\frac{1}{8}$ x 6	$\frac{1}{2}$ x $\frac{3}{4}$	$1\frac{1}{4}$	.90	2.40
22	$\frac{5}{8}$ x $1\frac{3}{8}$ x 7	$\frac{5}{8}$ x $\frac{5}{8}$	2½	1.30	3.00
23	$\frac{3}{4}$ x $1\frac{5}{8}$ x 8	$\frac{3}{4}$ x $1\frac{1}{4}$	3½	2.15	4.00
24	$\frac{7}{8}$ x $1\frac{3}{4}$ x 9	$\frac{7}{8}$ x $1\frac{1}{2}$	4½	2.90	5.00
25	1 x 2 x 10	$\frac{3}{4}$ x $1\frac{1}{2}$	6½	4.00	6.50
26	$1\frac{1}{4}$ x $2\frac{1}{4}$ x 11	$\frac{3}{4}$ x $1\frac{3}{8}$	9	4.65	7.75

Side Tools

No.	Size of Shank Inches	Size of Cutter Inches	Weight Each Pounds	Extra Cutters High Speed Each	Price Each Complete
69-R	$\frac{1}{4}$ x $\frac{3}{4}$	$\frac{1}{4}$ x $\frac{1}{2}$	$\frac{1}{2}$	\$0.60	\$1.90
70-R	$\frac{3}{8}$ x $\frac{7}{8}$	$\frac{3}{8}$ x $\frac{3}{8}$	$\frac{3}{4}$	.90	2.25
71-R	$\frac{1}{2}$ x $1\frac{1}{8}$	$\frac{1}{2}$ x $\frac{3}{4}$	1½	1.40	2.90
72-R	$\frac{5}{8}$ x $1\frac{3}{8}$	$\frac{5}{8}$ x $\frac{5}{8}$	2½	2.30	4.00
73-R	$\frac{3}{4}$ x $1\frac{5}{8}$	$\frac{3}{4}$ x 1	3½	3.40	5.25
74-R	$\frac{7}{8}$ x $1\frac{3}{4}$	$\frac{7}{8}$ x $1\frac{1}{4}$	6	5.00	7.10
75-R	1 x 2	$\frac{3}{4}$ x $1\frac{1}{2}$	8½	6.00	8.50
76-R	$1\frac{1}{4}$ x $2\frac{1}{4}$	$\frac{3}{4}$ x $1\frac{3}{8}$	12½	7.90	11.00

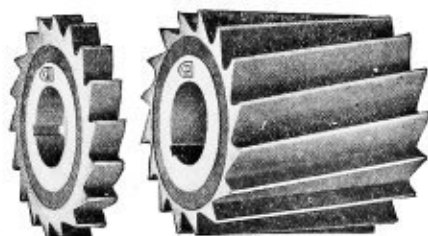
Treated High speed Steel can be furnished in Bits of Cutter lengths or in three-foot Bars at prevailing market prices.

Specify size and shape wanted.



GARAGE EQUIPMENT—Continued

Plain Milling Cutters



Number	Diam. Inches	Width of Face Inches	Size of Hole Inches	Carbon Steel	Number	High Speed Steel
P-4	2 1/2	3/8	1	Price \$1.65	P-4	Price \$2.10
P-5	2 1/2	3/8	1	1.80	P-5	2.30
P-6	2 1/2	3/8	1	2.00	P-6	2.55
P-7	2 1/2	3/8	1	2.10	P-7	2.65
P-8	2 1/2	3/8	1	2.20	P-8	2.80
P-9	2 1/2	3/8	1	2.30	P-9	3.00

Carbon Steel will be furnished unless otherwise specified.

Side Milling Cutters



SIZE AND PRICES

Order Number	Diameter Inches	Width of Face Inches	Size of Hole Inches	Carbon Steel	Number	High Speed Steel
S-19	3	1/2	1	\$3.15	S-19	\$3.55
S-20	3	3/4	1	3.50	S-20	4.35
S-21	3	1	1	3.85	S-21	4.75
S-22	3	1 1/4	1	4.10	S-22	5.10
S-23	3	1 1/2	1	4.30	S-23	5.40

Carbon Steel will be furnished unless otherwise specified.



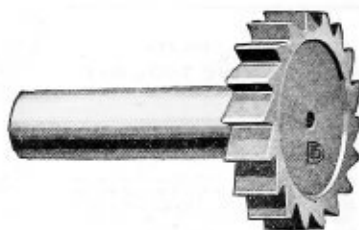
Milling Arbor for Lathe

The cut shows arbor used in the lathe for holding cutters. These arbors are made in three sizes, 3/4-inch, 1-inch and 1 1/4-inch in diameter, capacity between shoulder and nut 1 1/2-inch. The 1-inch arbor is the most practical, as most cutters have a 1-inch hole.

In ordering specify both the diameter of arbor and the taper of shank. The price of the arbor is not included in the price of milling attachment, but is extra as shown.

No. 3 Morse Taper for 13", 15", 16" and 18" lathes..\$9.00
No. 4 Morse Taper for 21" and 24" lathes.....10.00

Woodruff Keyway Cutters



No.	Diam.	Thick	Shank	Carbon Steel	Order No.	High Speed Steel
*1	1 1/2	1/8	1 1/2	Price \$1.20		Price
*2	1 1/2	1/8	1 1/2	1.20		
3	1 1/2	1/8	1 1/2	1.20	3	\$1.20
4	1 1/2	1/8	1 1/2	1.40	4	1.40
5	1 1/2	1/8	1 1/2	1.40	5	1.40
6	1 1/2	1/8	1 1/2	1.40	6	1.40
7	1 1/2	1/8	1 1/2	1.55	7	1.60
8	1 1/2	1/8	1 1/2	1.55	8	1.60
9	1 1/2	1/8	1 1/2	1.55	9	1.60
10	1 1/2	1/8	1 1/2	1.75	10	1.85
11	1 1/2	1/8	1 1/2	1.75	11	1.85
12	1 1/2	1/8	1 1/2	1.75	12	1.85
A	1 1/2	1/8	1 1/2	1.75	A	1.85
13	1 1/2	1/8	1 1/2	2.00	13	2.35
14	1 1/2	1/8	1 1/2	2.00	14	2.35
15	1 1/2	1/8	1 1/2	2.00	15	2.35
B	1 1/2	1/8	1 1/2	2.00	B	2.35
16	1 1/2	1/8	1 1/2	2.20	16	2.75
17	1 1/2	1/8	1 1/2	2.20	17	2.75
18	1 1/2	1/8	1 1/2	2.20	18	2.75
C	1 1/2	1/8	1 1/2	2.20	C	2.75

Carbon steel right-hand cutters are furnished unless otherwise ordered.

*1 and 2 not made from high speed steel.

End Mills

Morse Taper



Order Number	Diam. of Cutter In.	No. of Taper	Length of Cut	Whole Length	Carbon Steel	Order Number	High Speed Steel
E-1	3/4	1	3 1/2	4 1/2	Price	E-1	Price
E-2	3/4	1	3 1/2	4 1/2	1.45	E-2	1.70
E-3	3/4	1	3 1/2	4 1/2	1.55	E-3	1.75
E-4	3/4	1	3 1/2	4 1/2	1.60	E-4	1.85
E-5	3/4	2	1	4 1/2	1.75	E-5	2.25
E-6	3/4	1	1	3 1/2	1.65	E-6	1.90
E-7	3/4	2	1 1/2	4 1/2	1.80	E-7	2.30
E-8	3/4	1	1 1/2	3 1/2	1.70	E-8	2.00
E-9	3/4	2	1 1/2	4 1/2	2.00	E-9	2.40
E-10	3/4	2	1 1/2	4 1/2	2.00	E-10	2.50
E-11	3/4	2	1 1/2	4 1/2	2.20	E-11	2.75
E-12	3/4	2	1 1/2	5 1/2	2.25	E-12	2.85
E-13	3/4	3	1 1/2	5 1/2	2.50	E-13	3.45

Carbon steel right-hand cutters are furnished unless otherwise ordered.



GARAGE EQUIPMENT—Continued

Continental Auto Creepers



Cheap creepers are the poorest kind of economy, for they waste time and energy. The Continental is built for quality and service. Its use means no expense, no trouble, always on the job in an efficient manner.

It has heavy welded frame, big and roomy, 20 by 44 inches. Has malleable casters, therefore rolls easy. Will not break; slats are steel bands. Head rest is well padded and covered with oil-proof cloth that can be readily cleaned and removed.

Weight, 32 lbs.

No. 21, each \$5.50

Ideal Auto Tray



Fitted with ball bearing casters and neatly upholstered head rest. Hardwood construction throughout; natural finish. Size 22x36 inches.

No. G569, each \$3.00

Steel Automobile Creeper



The frame is made of 1-inch angle bar steel, with the corners solidly welded and rigidly braced. Cross strips are 1-inch flat steel bands, riveted securely to frame—forming a spring-like bed, which adapts readily to the shape of body.

Castors are swivel ball-bearing, with steel wheels—permitting the creeper to move freely under weight.

Head-rest is an oil-proof enameled duck cushion, attaching to frame by means of straps.

No. 25, each \$4.00

Auto Repair Creeper



This is a metallic creeper throughout, made with a strong angle iron frame and a high grade link fabric spring suspended in center, covered by a full length cushion and head rest.

With each creeper is provided gratis a movable cast iron small-parts holder, which is readily hung from any position on the side rails, for holding nuts, cotter pins and other small parts. Black japan finish.

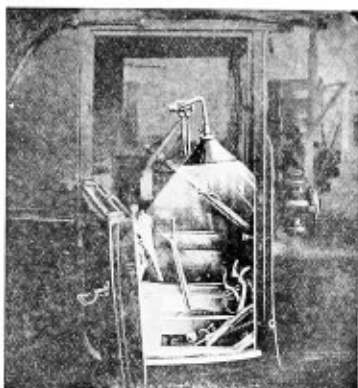
No. G570, with pillow, each \$5.00

Garage and Service Station Lamp



This light may be adjusted so as to throw the light under the chassis, giving the mechanic an opportunity to see what he is doing while working underneath the car.

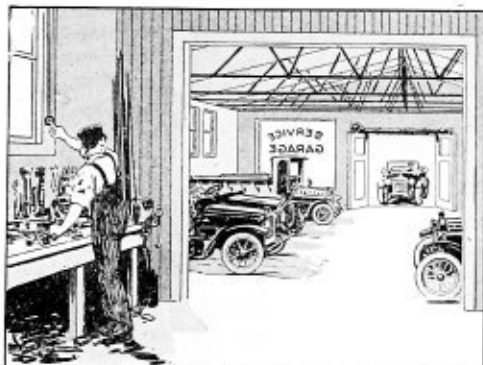
It is indispensable on the wash rack, as it throws a bright steady



light on the car, enabling the workman to see with one light better than a number against the wall.

This Light weighs 35 lbs., has a 14 in. cast base, and a sliding adjustment of 30 in. It can be adjusted within 6 in. of the floor, its maximum height is 5 ft. 6 in. It is equipped with 25 ft. of Simplex rubber covered cable, (which will stand grease and hard use), enamel shade and lamp guard. Globe is not furnished with the Outfit. No. 700, complete \$15.00

Electric Door Controls



A perfect, quick-acting and dependable labor and heat-saving device for public and private garages. Can be installed on any opening where head room is twelve inches or more. Mechanism is controlled by two or more push buttons placed where desired. Write us stating distance between door jambs, distance from top of door to ceiling, wall construction; also whether light circuit is alternating or direct (if alternating, what cycle) and our engineering department will work out details. Door opening should not exceed twelve feet, using four doors three feet wide each.

No. 1020, with three push button operating stations \$530.00

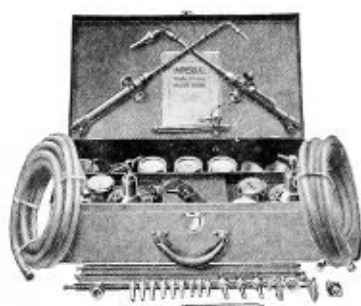
No. 1021, push button station only, each 15.00



WELDING OUTFITS AND SUPPLIES

Imperial Welding and Cutting Outfits

OXY-ACETYLENE PROCESS

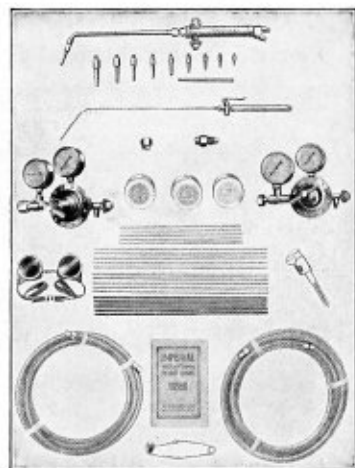


All Imperial Welding and Cutting Outfits except the No. 2, include the strong, light steel carrying case shown above.

Imperial Welding, Cutting, Carbon and Lead Burning equipment and the Imperial Automatic Acetylene Generator as listed on the following pages are thoroughly practical, safe and economical, being standard equipment in many thousands of garages and repair shops.

Imperial Welding and Cutting Torches and Generators are approved by the Underwriters Laboratories of the National Board of Fire Underwriters.

No. 1 Welding and Carbon Burning Outfit



No. 1 Welding Outfit

For all general welding work, from thin sheet metal to heaviest castings.

Consists of Type B Imperial Welding Torch with 10 welding tips, extension, carbon burning torch, regulators, 4 gauges, hose, connections, goggles, hand-book, carrying case, complete supply of welding materials and spark lighter, ready for service.

No. 1 Welding Outfit.....\$75.00

No. 2 Welding Outfit



No. 2 Welding Outfit



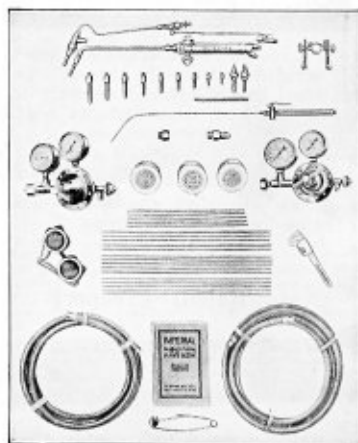
No. 2 Cutting Attachment, Extra

For every-day requirements of the average garage or small repair shop. It does Welding, Carbon Burning, Lead Burning, Radiator Soldering, Brazing, Preheating, and at an extra charge of \$10.00, a Cutting Attachment is furnished, which will cut steel and wrought iron up to 3 inches in thickness. Consists of Type "BB" Welding Torch, with 6 Welding Tips, Carbon Burning Tip, Lead Burning Tip, Radiator Soldering Tip, Brazing Tip, Regulators, 2 Gauges, Hose, Connections, Goggles, Hand-book, Welding Rod, Flux and Spark Lighter.

No. 2 Outfit\$44.50

No. 2 Cutting Attachment, extra 10.00

No. 4 Combination Welding, Cutting and Carbon Burning Outfit



A splendid equipment for all general work, garages, etc. Combination welding and cutting torch performs both operations.

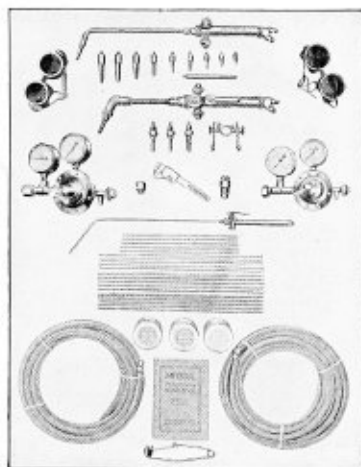
Consists of Type B Imperial Welding Torch with Cutting Attachment. Ten welding and 3 cutting tips, carbon burning torch, regulators, 4 gauges, hose, connections, goggles, hand-book, carrying case, complete supply of welding materials and spark lighter, ready for service.

No. 4 Combination Outfit.....\$90.00



WELDING OUTFITS AND SUPPLIES—Continued

No. 5 Imperial Duplex Welding, Cutting and Carbon Burning Outfit



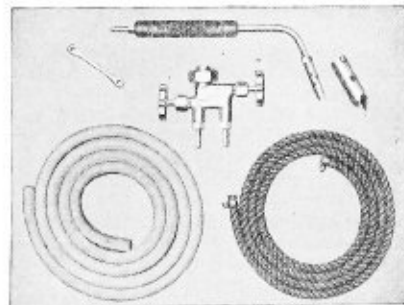
No. 5 Outfit

Best all purpose apparatus obtainable at any price. Fully adequate to handle all welding and cutting for which the process is adapted.

Consists of a complete No. 1 Imperial Welding Outfit described on page 104, and also includes a Type EE Imperial Cutting Torch with 4 housings and 4 tips and an extra pair of goggles and 25-ft. lengths of hose.

No. 5 Outfit\$120.00

Washburn Soldering, Brazing and Lead Burning Outfit



This torch operates on acetylene and compressed air. It produces either a brush or needle point flame as desired and is suitable for soldering, brazing and lead burning. Flame up to 5,500 Fahrenheit.

The tank attachment or mixing valve is adapted to A, B or E size Prest-O-Lite tank air derived from any line furnishing 20 pounds' pressure or over.

Outfit No. 1045A

- | | |
|-----------------------------|----------------------------------|
| 1—Washburn Torch | 1—Mixing Valve (Tank Attachment) |
| 1—Soldering Iron Attachment | 2—Six-Foot Hose Length |
| Hose Connections | 1—Prest-O-Lite Key |

No. 1045A, complete\$15.50

No. 1075A, radiator soldering attachment75

Imperial Torches

Made of special alloy bronze, simple and rugged in construction without possibility of leaky joints. Needle valves permit fine adjustment and are located so as to enable the operator to make any desired adjustment of the flame with his torch without having to lay aside the welding stick. The Types B and D Torches as shown below are regularly furnished with hard-drawn Copper Tips.

Welding Torches



Type B Welding Torch

Type BB Imperial Welding Torch, complete with 6 tips. This torch is ideal for sheet metal and light repair work.

Type BB Torch \$20



Type BB Welding Torch

Type B Imperial Welding Torch complete with 10 tips and extension, as furnished with Imperial Outfits Nos. 1, 4 and 5.

Type B Torch \$25

No. 1 Cutting Attachment



Imperial No. 1 Cutting Attachment

Attachment as illustrated is equipped with three tips with housings and roller guide. Easily and quickly attached to the Imperial Type B Welding or D combination torches by simply removing the welding head and screwing the cutting attachment in place. This attachment is a regular part of the Type D torch furnished with our No. 4, but may be purchased separately if desired for attachment to the Type B welding torch.

No. 1 Cutting Attachment\$15.00

No. 2 Cutting Attachment for BB Torch or No. 2 Outfit, Each\$10.00

Type D Combination Welding and Cutting Torch

The Type D torch is regularly supplied with the No. 4 outfit, but can be purchased separately. It consists of the standard Type B welding torch and cutting attachment.

Welding head, extension, 10 welding tips, 3 cutting tips with housings and roller guide, also included.

Readily changed from a welding to a cutting torch and designed for use where most of the work is welded and only occasional cutting is required.

Type D Torch, each\$40.00



Type D Combination Welding and Cutting Torch

Type EE Cutting Torch



Type EE Cutting Torch

Type EE Imperial Cutting Torch complete with 4 tips and housings and roller guide, as furnished with Imperial Outfits Nos. 3 and 5.

Type EE Torch, each\$45.00

Style "A" Prest-O-Torches



Furnished with two stems—one for coupling direct to the Style "MC" Prest-O-Lite, and the other for connecting to our "A," "B" or "E" Prest-O-Lites by rubber tubing.

If more convenient, the stem for coupling to the "MC" Prest-O-Lite may be cut in two and used in connection with any length of 1/4-inch rubber hose.

Shipping weight, 4 oz.

No. A, with two-stem connections\$2.50



WELDING OUTFITS AND SUPPLIES—Continued

Imperial Oxy-Acetylene Welding and Cutting Tips

Copper Alloy Welding Tips, U. S. F. thread, 5/16" No. 27 for use with Type BB Welding Torch only, regularly included in the No. 2 Imperial All Purpose Garage Welding Outfit.

- Nos. 1, 2, and 3 Tips, each\$0.75
 Nos. 4, 5 and 6 Tips, each90
 Solid hard drawn copper tips, for use with Type B Welding Torch, regularly included in the Nos. 1, 4, and 5 outfits.
 Nos. 1-C, 2-C, 3-C and 4-C Tips, each\$1.00
 Nos. 5-C, 6-C, 7-C and 8-C Tips, each 1.50
 Nos. 9-C and 10-C Tips (heavy duty), each 2.00
 Nos. 12-C and 15-C Tips (extra heavy duty), each 2.50
 Type C Tip holder only, each 1.50

NOTE: The Type C Tips require the Type C Tip Holder. By adding this to the old style Type B Torch, using the 5/16" No. 27 thread copper alloy tips makes it possible to use the much more durable solid hard drawn Type C copper tips. We suggest all users of our old style equipment make this change.

Cutting Tips
 Nos. 1-N, 2-N, 3-N and 4-N, including housing with each tip, each\$2.50
 Rivet cutting tips, cutting tips for cast iron and straight cutting tips can be furnished.

Tips for use with oxygen and hydrogen can be furnished.

Oxygen and Acetylene Regulators

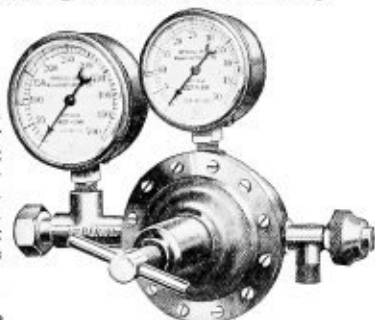
For Welding, Cutting, Carbon and Lead Burning

Type K IMPERIAL OXYGEN REGULATOR

Type K Imperial Oxygen Regulator with 150-lb. working pressure and 3,000-lb. cylinder gauges, as furnished with Imperial Welding and Cutting Outfits

Nos. 1, 4 and 5.

Type K Regulator, each \$25.00



Type K Oxygen Regulator

Type D IMPERIAL OXYGEN REGULATOR

Type D Imperial Oxygen Regulator, with 50-lb. working pressure gauge, as furnished with No. 6 Carbon Burning Outfit, No. 2 Welding Outfit, and Nos. 20, 20-DD, 21 and 28 Lead Burning Outfits.

Type D Regulator, each\$10.00

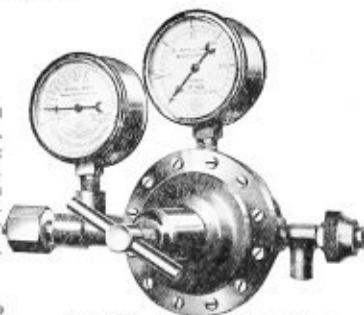


Type D Oxygen Regulator

TYPE AA IMPERIAL ACETYLENE REGULATOR

Type AA Imperial Acetylene Regulator, with 50-lb. working pressure and 500-lb. cylinder gauges, as furnished with Imperial Welding and Cutting Outfits Nos. 1, 4 and 5.

Type AA Regulator, each\$22.00



Type AA Acetylene Regulator

Imperial Automatic Acetylene Generator

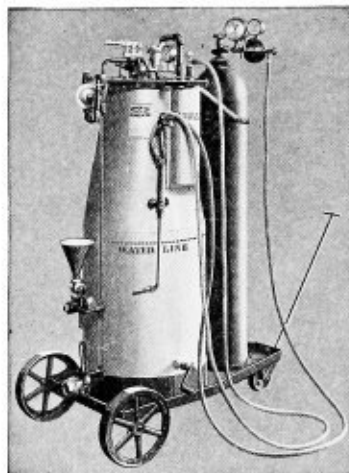


Illustration shows generator mounted on truck

The Imperial Automatic Generator is built on an entirely new principle. It has no spring or chain and weight mechanism to get out of order and become dangerous. This generator not only saves you from 2 to 4 cents per cubic feet of gas over the compressed gas in cylinders, but eliminates the uncertainty of transportation of cylinders and their resulting loss in business to you.

It is made in the following sizes:

15-lb. size, 25-lb. size, 50-lb. size, 100-lb. size.

15-Lb. Size—(Capacity 15 cubic feet per hour, total gas produced per charge 75 cubic feet) adapted for small shops or field welding or cutting work where portability is an important factor; also for lead burning, light welding and brazing. It will supply one welding torch using a No. 5 or smaller tip or one cutting torch using No. 3 or smaller tip.

G124—15-lb. Imperial Generator, complete, with truck\$175.00

G125—15-lb. Imperial Generator, complete, without truck 155.00

25-Lb. Size—(Capacity 25 cubic feet per hour, total gas produced per charge 125 cubic feet) is recommended for all garages and general repair shops, as it will supply one welding torch using a No. 6 or 7 tip or two welding torches each using a No. 5 or smaller tip, or one cutting torch using No. 4 or smaller tip.

G126—25-lb. Imperial Generator, complete, with truck\$200.00

G127—25-lb. Imperial Generator, complete, without truck 180.00

50-Lb. Size—(Capacity 50 cubic feet per hour, total gas produced per charge 250 cubic feet) is recommended for large repair shops and manufacturing service where practically continuous use is required. It will supply four welding torches, each using a No. 5 or smaller tip, or two welding torches, each using a No. 6 or 7 tip and one welding torch with a No. 8 or larger tip or two cutting torches, each using a No. 4 or smaller tip.

G128—50-lb. Imperial Generator, complete, without truck\$275.00

100-Lb. Size—(Capacity 100 cubic feet per hour, total gas produced per charge 500 cubic feet).

G129—100-lb. Imperial Generator, complete, without truck\$425.00



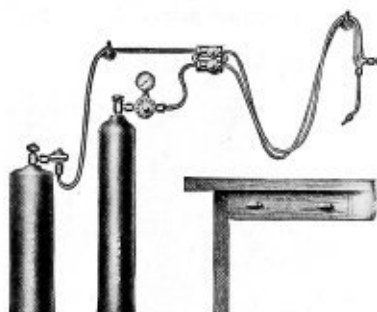
WELDING OUTFITS AND SUPPLIES—Continued

Imperial Lead Burning Outfits

The Imperial Lead Burning Outfits are highly satisfactory for burning storage battery terminals in garages, telephone, electric power and signal plants, etc.; repairing auto radiators, for making lead-lined tanks and vats in plumbing work (better than wiped joints); for joining lead pipe lines; splicing lead covered cables; for jeweler's work; for laboratory purposes; melting platinum, and for numerous manufacturing operations.

The extremely hot, needle-point flame is easily manipulated and the results are most satisfactory.

No. 20 Imperial Lead Burning Outfit



No. 20 Outfit. For use with Acetylene and Oxygen

No. 20 Lead Burning Outfit (Tanks not included).....\$25.00

No. 21 Imperial Lead Burning Outfit

For use with hydrogen and oxygen in high pressure cylinders.

Outfit consists of: 1 Type D Oxygen Regulating Valve with 50 lb. Pressure Gauge, 1 Type DH Hydrogen Regulator with 50 lb. Pressure Gauge, 35 feet 3/16-inch Special Rubber Hose, 1 Bench Block with 2 Needle Valves, 1 Type L Lead Burning Torch with 4 Tips, 1 Wrench. Outfit packed in individual carton. This outfit can also be used for light welding on all metals.

No. 21 Lead Burning Outfit.....\$27.50

No. 22 Imperial Lead Burning Outfit

For use with hydrogen gas in high pressure tank and compressed air.

Outfit consists of: 1 Type DH Hydrogen Regulating Valve with 50 lb. Pressure Gauge, 1 Type 10R Constant Air Pressure Regulator, 35 feet 3/16-inch Special Rubber Hose, 1 Bench Block with 2 Needle Valves, 1 Type L Imperial Lead Burning Torch with 4 Tips, 1 Wrench. Outfit packed in individual carton.

No. 22 Lead Burning Outfit, price.....\$25.00

No. 26 Imperial Lead Burning Outfit

For use in connection with regular Imperial Oxygen Acetylene Welding Outfits.

Outfit consists of: 1 Type L Imperial Lead Burning Torch with 4 Tips, 1 Bench Block with 2 Needle Valves, 17 1/2 feet Special 3/16-in. Rubber Hose, 1 Wrench. Outfit packed in individual carton.

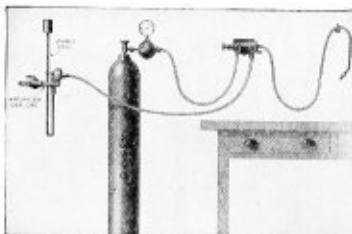


No. 26 Outfit. For use with any make of Welding Outfit

No. 26 Lead Burning Outfit, price.....\$9.00

No. 28 Imperial Lead Burning Outfit

For use with Illuminating Gas (Hydro-Carbon gas) or Natural Gas and with Oxygen in high pressure tanks. The safety water seal does not offer resistance to the flow of the gas and the mixing of gases occurs in the bench block as well as the regulation of the No. 28 Outfit. For use with Illuminating Gas and Oxygen



Outfit consists of: 1 Type L-3 Lead Burning Torch with 4 tips (one each A, B, C and D), 1 Type L-3 Adjustable Bench Block, 1 Type D Oxygen Regulator, with one No. 81-H Hose Connection, 1 Type L-3 Water Seal with one No. 41-H Hose Connection, 1 No. 77-E Shut-off Cock, 1 17 1/2-ft. length 3/16-in. Hose, 1 6-ft. length 5/16-in. Hose, 1 Wrench.

No. 28 Lead Burning Outfit (Tank not included).....\$27.50

Imperial Brazing and Soldering Outfit No. 30



No. 30 Brazing and Soldering Outfit

It is ideal for radiator repair work and can also be used to advantage for all kinds of soldering, brazing and light preheating work in garages and repair shops.

The torch burns acetylene and tip draws in the necessary oxygen from the atmosphere, making it economical to use.

The tank connection fits the small automobile acetylene light (Presto) tank, but the outfit can be used on large size cylinders by means of an adaptor fitting.

Outfit consists of Type AO Torch, 3 tips (one with long spout for radiator soldering), 6 ft. of hose and connections.

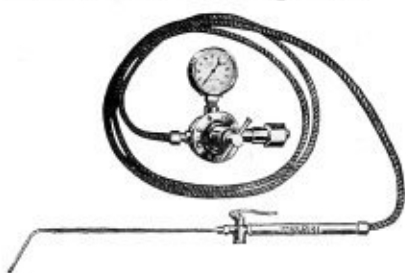
No. 30 Outfit, each.....\$4.50

Imperial Oxygen Carbon Burning Outfit

All traces of carbon can easily be removed from the cylinders of an automobile engine with the Imperial Carbon Burning Outfit in less than thirty minutes, at the small cost of from 10 to 15 cents per cylinder. This is a wonderful improvement over the old, expensive and slow process of removing carbon by scraping the cylinder. Every garage should have the Imperial Outfit. Oxygen can be purchased from service stations located in most prominent cities.

Outfit consists of Type G Carbon Burning Torch, Type D Regulator, gauge, hose, connections, etc.

No. 6 Outfit.....\$15.00



No. 6 Carbon Burning Outfit

Imperial Gas Blow Torches

For use with illuminating gas and compressed air. The No. R-1 is used for soldering radiators and all three sizes are used in machine and repair shops for heating and annealing tools, for hardening and brazing of numerous articles.

Torch No.	Inside Diameter of Air Nozzle	Inside Diameter of Gas Nozzle	Outside Diameter of Tubing at		Price Each
			Hose End		
R-1	1/4-inch	21/64-inch	1/4-inch		\$3.00
R-2	1/4-inch	33/64-inch	9/16-inch		4.50
R-3	9/32-inch	29/32-inch	1/2-inch		5.75



WELDING OUTFITS AND SUPPLIES—Continued

Cylinder and Generator Trucks



Nos. 51-H and 52-H Trucks

For use with Imperial Welding, Cutting and Carbon Burning Outfits and Imperial Generator. A great convenience when outfit is to be frequently moved around shop or yards, and its use eliminates danger of cylinders being knocked over and consequent breakage of apparatus.

The cylinder truck is made in three sizes: No. 51-H with platform 11x19 inches, for two 100-foot cylinders; No. 52-H with platform 14x23 inches for one 200-foot and one 100-foot cylinder, and No. 53-H with platform 10x19 inches, for one 100-foot or one 200-foot oxygen cylinder for carbon burning.

CYLINDER TRUCKS

No. 51-H	For two 100-foot cylinders.....	\$14.00
No. 52-H	For one 200 and one 100-foot cylinder.....	16.00
No. 53-H	For one 100-foot oxygen cylinder for carbon burning.....	12.00

Welding and Cutting Hose

This Hose is made especially for oxygen and hydrogen or for acetylene and has a braided linen insertion between an inner and outer seamless rubber tube. The manufacturers guarantee this hose to stand a working pressure of 400 lbs. per square inch, and while light and very flexible, tests show an excellent durability. The interchangeable union hose connections for attaching to torch and regulators are cemented into hose and clamped, eliminating all chances for gas leakage.



Welding and Cutting Hose



No. 17-H Copper Armored Hose

No. 10-H	Black, oxygen; 25-ft. length, for cutting, per ft.	\$0.30
No. 11-H	Red, acetylene; 25-ft. length, for cutting, per ft.	.30
No. 14-H	Black, oxygen; 12½-ft. length, for welding, per ft.	.20
No. 15-H	Red, acetylene; 12½-ft. length, for welding, per ft.	.20
No. 17-H	Copper armored hose; 25-ft. length, for cutting, per ft.	.35

Welding and Cutting Goggles

No. 86-H Welding and Cutting Goggles, per pair \$2.00

No. 111-H Amber Lens for No. 86-H, pair\$0.85

No. 112-H Blue or Green Lenses for No. 86-H, per pair\$0.60

No. 113-H Clear Cover Glass for No. 86-H, per pair\$0.35

No. 87-H Welding and Cutting Goggles, per pair\$3.00

No. 88-H Amber Lens for No. 87-H Goggles, per pair.....\$0.85

No. 90-H Cover Glass for No. 87-H Goggles, per pair.... 0.35



No. 86-H Goggles

Asbestos Welding and Cutting Glove



Strong and serviceable—made from high-grade asbestos cloth with fleece lining. Affords maximum protection against heat and is absolutely fire-proof.

No. 56H, Glove with one finger, per pair.....\$4.00

Imperial Spark Lighters



No. 79-H Round File Spark Lighter

No. 79-H has a round file, may be rotated to a new surface, and therefore will produce approximately 5,000 ignitions. No. 79 Spark Lighter Round File, each.....\$0.45

No. 79-HH Renewal Flint Tips, each......25

This Spark Lighter furnishes a convenient means of lighting, welding, cutting and lead burning torches without danger of burning fingers.

Welding Rods

The use of proper welding rods and fluxes is necessary for good welding. Imperial rods for cast iron, steel, brass, aluminum, etc., and fluxes for different metals are made to our formula and contain elements which assist very materially in the production of high grade welds.

For welding metal that is ¼-inch or less in thickness, use welding rod 3/16-inch in diameter, while for welding metal ½-inch to ¾-inch thick, the ½-inch rod should be used. By using only high grade rod of the proper size and keeping it in contact with the weld, hard spots and cold shuts can be prevented.



Welding Rod

Prices on Application

Length

Cast Iron—3/16, ½, 5/16, ¾, 1 inch diameter for welding	cast iron.....	18 inches
Norway Iron—½, 5/16, ¾, 1 inch diameter for welding	structural steel, boilers, etc.....	36 inches
Mild Steel—3/16, ½, 5/16, ¾, 1 inch diameter for welding	heavy steel castings, machine steel, etc.....	18 inches
Nickel Steel—½ inch diameter for welding cold rolled	nickel or chrome steel.....	36 inches
Vanadium Steel—½ inch diameter for welding	vanadium and chrome steel.....	36 inches
Tobin Bronze—3/16, ½, 5/16, ¾, 1 inch diameter for welding	bronze or brass and for brazing malleable iron and steel.....	18 inches
Imperial Cast Bronze—½ inch diameter for welding	malleable iron.....	18 inches
Imperial Cast Brass—½ in. dia. for welding brass.....	drawn aluminum—½ inch diameter.....	18 inches
Cast Aluminum—½ inch diameter.....		18 inches

Welding Wire

Prices on Application

Norway Iron Welding Wire—1/16, ¼, 3/16 inch diameter—Approximate Weight per coil 55 to 100 lbs.	
Mild Steel Welding Wire—1/16, ¼, 3/16 inch diameter—Approximate Weight per coil 50 to 100 lbs.	
Brass Welding and Brazing Wire—1/16, ¼, 3/16 inch diameter—Approximate Weight per coil 50 to 60 lbs.	

Welding Flux

No. 20-H	For welding Cast Iron, ¼-lb. cans, per lb.	\$0.40
No. 21-H	For welding Brass, Bronze and Copper, ¼-lb. cans, per lb.	.50
No. 22-H	For welding Aluminum, ¼-lb. cans, per lb.	2.00





BATTERY CHARGING EQUIPMENT

The G-E Tungar Rectifier

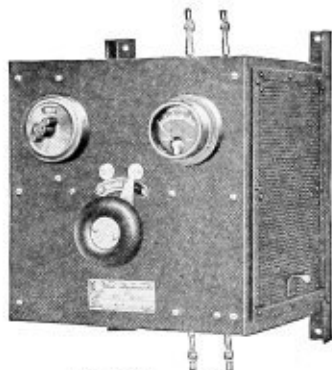
The success which our customers have had during past years with the Tungar Rectifier thoroughly justifies us in continuing to list and recommend these charging outfits. Furnished in two sizes, as listed below.

Simple to Operate

This rectifier is easy to install and very simple to operate; takes up no floor space, as it may be mounted on the wall; requires no attention, and will not allow the battery to discharge backwards through it.

The very high efficiency of the sets makes them most economical to use, and their extreme simplicity is of great importance. There are no live metal parts exposed and the sets have been thoroughly tested.

Overnight charging is safe, since there are no moving parts, and an interruption of current means simply that the rectifier ceases operating to commence again when the flow of current is restored.



10-Battery Type

This is the size generally selected by public garages and battery service stations. It will charge from 3 to 30 cells (1 to 10 6-volt batteries) at 6 amperes. The standard equipment includes an ammeter and a dial switch for regulating the current, depending upon the number of batteries being charged.

No. 179492, 60 cycle, 115 volt.....	\$130.00
No. 198648, 40/50 cycle, 115 volt.....	140.00
No. 199545, 25/30 cycle, 115 volt.....	155.00
No. 206794, 125/133 cycle, 115 volt.....	140.00
No. 206795, 60 cycle, 220 volt.....	155.00
No. 206796, 40/50 cycle, 220 volt.....	175.00
No. 189049, renewal bulb	8.00

Price includes one extra bulb.

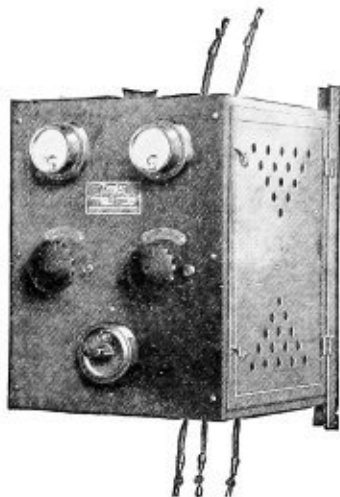


4-Battery Type

This Tungar will charge from 1 to 4 3-cell batteries or the equivalent at 5 amperes or less. It is equipped with a dial switch and ammeter.

No. 193191, 60 cycle, 115 volt.....	\$75.00
No. 222847, 40/50 cycle, 115 volt.....	85.00
No. 222849, 25/30 cycle, 115 volt.....	95.00
No. 222850, 125/133 cycle, 115 volt.....	80.00
No. 220141, 60 cycle, 220 volt.....	80.00
No. 222848, 40/50 cycle, 220 volt.....	95.00
No. 189048, renewal bulb	8.00

Price includes one extra bulb.



20-Battery Type Double Tungar

This size Tungar has been designed for the battery service station or garage having considerable battery recharging. It has a capacity of 12 amperes at 75 volts. This Tungar has two separate charging circuits, each with a capacity of 10 batteries at 6 amperes. These circuits can be paralleled and 10 batteries charged at 12 amperes.

The Double Tungar operates on 230-volt A. C. current only. This enables it to be operated off the power circuit. As current is supplied at a much lower rate from the power circuit than from the 115-volt lighting circuit this enables this Tungar to be operated much cheaper than two ten-battery types.

No. 221514, 60-cycle, 230-volt.....	\$220.00
No. 221514, 50-cycle, 230-volt.....	240.00
No. 221514, 25-cycle, 230-volt.....	260.00
No. 189049, Renewal Bulb.....	8.00

Price includes two extra bulbs.



BATTERY CHARGING EQUIPMENT—Continued



One Battery Tungar

The One-Battery Tungar can be used by almost any car owner, and is a particularly fine battery charger. Capacity, 45 watts—one 3-cell battery at five amperes, or a 6-cell or two 3-cell batteries at three amperes. Dimensions: Height 9 1/2 inches, depth 8 inches,

width 6 1/2 inches, weight 15 pounds.

No. 219865, 60 cycle, 115 volts, each.....\$28.00

The Two-Ampere Tungar is specially fitted for small lighting and motorcycle batteries. This Tungar will charge a 3-cell battery at two amperes or a 6-cell battery at one ampere.

No. 195579, 60 cycle, 115 volts.....\$18.00

Home Charger Outfit

The Type A Homcharger is designed primarily to meet the demand for a simple, inexpensive and dependable home charger for motor car batteries. It comes complete with a 10-ft. charging cable and plug, together with a neat nickel-plated receptacle for mounting upon dashboard of car.

After this receptacle is connected to the wiring system, it is only necessary to insert the charging plug into dash receptacle to complete charging connections, thus eliminating the necessity of taking battery out of car, or even lifting the footboards.

The HOMCHARGER is manufactured in sizes for charging all 3 and 6-cell lead batteries from alternating current circuits of all commercial frequencies and voltages.

The Type C Homcharger is the same as Type A, except battery clips are furnished in place of the plug and receptacle accompanying the Type A. The use of battery clips greatly facilitates the connection of battery for charging either Radio "A" or "B" Batteries.

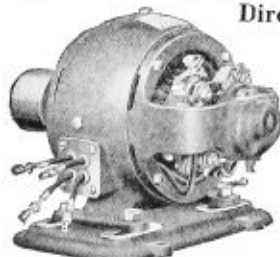
In ordering, it is necessary that the following information be clearly specified:

Line voltage, Frequency, Number of cells in battery. Whether Type A or Type C Charger is desired. Complete instruction book for installing and operating.

Type A Homcharger (Auto).....\$18.50

Type C Homcharger (Radio).....18.50

Direct Current Generators



We list below a line of D. C. Generators for battery charging which may be used belted to a gasoline engine, line shaft or electric motor.

Prices include rheostat and generator pulley and base.

For switchboard, use same as shown for large station motor generator sets.

Shunt wound, 35-volt, 2000 R. P. M.

175 Watt, each...\$ 38.00

250 Watt, each... 40.00

500 Watt, each... 58.00

700 Watt, each... 92.00

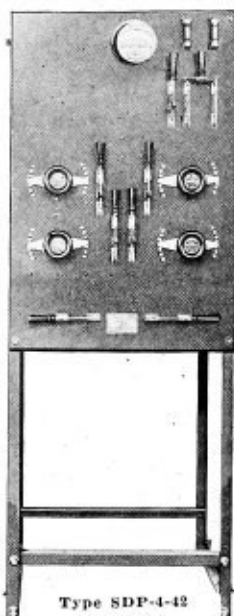
1050 Watt, each...\$100.00

1250 Watt, each... 100.00

2000 Watt, each... 131.00

Wotton Battery Charging Rheostats

For 110-Volt Direct Current Lines



Type SDP-4-42
Rheostat

There is available in many districts direct current of 110 or 220 volts. Where the higher voltage of 220 is found a Motor-Generator should be used. These direct-current Motor-Generators are furnished in the same types and sizes as the alternating-current Motor-Generators. All direct-current Motor-Generators, however, are of the horizontal design. Where direct current of 110 volts or less is found a rheostat is generally used for the charging of batteries.

Type SDP rheostats are used for general garage and battery station work. These are similar to the switchboard portion only of Types C and D, but include the extra resistance necessary to operate on 110-volt direct-current line.

A 10-ampere Wall Rheostat for charging three to forty lead battery cells or five to sixty Edison cells from 110-volt direct-current circuit is shown in its simplest form in Type WR10. This

panel provides a rheostat with sixteen points of regulation. It may be equipped with a four-inch ammeter or a combination volt-ammeter, as desired. In most cases such a meter is essential.

Type	Ampere	No. of Circuits	Lead	No. of Cells	Edison	List Price
WR-1	10	1	3 to 40	5 to 60		\$ 22.00
SDP-2	10	2	3 to 80	5 to 120		200.00
SDP-4	10	4	3 to 160	5 to 240		280.00
SDDP-8	10	8	3 to 320	5 to 480		440.00

For omission of paralleling switches on SDP Types, deduct \$2.50 per circuit.

For addition of volt-ammeter on WR Types, add \$26.

Discharge Rheostats

The complete battery service station must number among its equipment a discharge rheostat of proper design and capacity for making discharge capacity measurements on batteries. The standard types, DWR, are furnished with double pole fused line switch, high capacity discharge regulator and a four-inch voltmeter and ammeter. With this equipment accurate measurements of the ampere hour discharge capacity of the battery may be taken.

Type	Lead	No. of Cells Edison	Amperes	No. Circuits	List Price
DWR-100	3 to 12	5 to 21	20 to 100	1	\$105.00
DWR-200	3 to 12	5 to 21	20 to 160	1	130.00

For addition of resistance to discharge 12-cell battery, at a 5-ampere rate, add \$10 to above prices.



BATTERY CHARGING EQUIPMENT—Continued

Wotton Battery Charging Equipment

Type X

The Type X Motor Generator is recommended for the small Battery Service Station or Garage. Its charging capacity is from one to ten 3-cell storage batteries at 8 amperes or lower.

When less than ten batteries are on charge the field regulator cuts down the power used in proportion to the number on charge and assures operation at maximum efficiency.

The Motor Generator consists of a self-starting, well-ventilated squirrel cage induction motor, and a direct current generator built with a special heavy commutator to insure sparkless operation. Both armatures are mounted on a single one-piece dynamically balanced shaft which is mounted on self-aligning ball bearings and with automatic lubrication.

The switchboard consists of a field regulator, ammeter, motor and generator switches, mounted on a slate board.



Standard Type X outfits are furnished for operation on either 110 or 220-Volt, 60-Cycle, Single Phase, A. C. Current.

Type X, complete, F. O. B. Factory.....\$225.00

Type Y

The Type Y Motor Generator is of the same construction as the Type X. It differs in that it is wound heavier and delivers a higher amperage and is supplied with two complete series charging rheostats; one for each charging circuit.

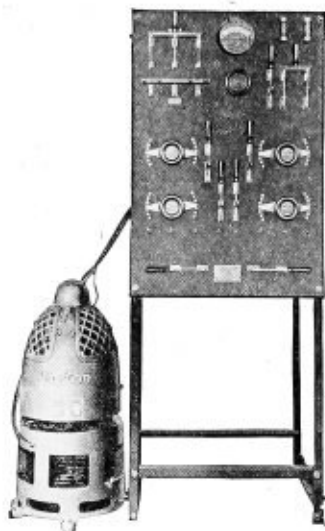
It has a capacity of twenty 3-cell storage batteries and delivers 14 amperes at 75 volts. This current can be divided as desired between the two circuits.

Ten batteries can be charged at a rate up to 14 amperes if desired, and when less than 10 batteries are being charged the set can be governed by means of the field rheostat alone and operated at maximum efficiency.

Standard Type V Motor Generators are wound so that they can be readily connected for operation on either 110 or 220-volt, 60-cycle current, and are built for both single and three phase. Total shipping weight, 300 pounds.

Type Y.....\$350.00

Type C



This Motor-Generator has a capacity of 27 amperes and 110 D. C. volts. It charges fifty-six 3-cell batteries at one time (14 on each of the 4 circuits) at a rate of 7 amperes on each circuit. Each of the four circuits is independently controlled from its own regulator on the switchboard. Heavy self-starting batteries requiring a high rate of charge may be placed in one circuit and the regulator properly adjusted. At the same time another circuit may be occupied by small ignition or motorcycle batteries at a low rate of charge and the regulator adjusted accordingly.

Standard Type C outfits are built for operation on either 110 or 220-volt, 60-cycle, 1, 2 or 3-phase lines. For other line frequencies obtain special quotations.

Type C, complete, F. O. B. factory.....\$800.00

Type D

The Motor-Generator is of the same design as Type C. The switchboard also is of the same design except that it is equipped with eight instead of four individual circuits and an additional set of paralleling switches.

This Motor-Generator has a capacity of 40 amperes and 110 D. C. volts. The Motor-Generator is self-starting.

It charges 112 3-cell batteries at one time (14 on each of the 8 circuits) at a rate of 5 amperes on each circuit, or at such higher rate as desired through use of the paralleling switches as described under Type C.

Standard Type D outfits are built for operation on either 110 or 220-volt, 60-cycle, 2 or 3-phase lines. For other line frequencies obtain special quotations.

Type D, complete.....\$980.00



ELECTRIC MOTORS

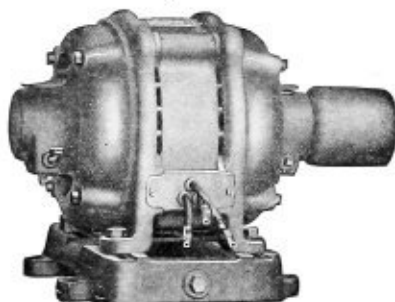
G-E Motors

Directions for Ordering Motors

If it is to operate on alternating current, specify the horse power, type, speed, phase, cycle, voltage and whether you want base, starting switch or compensator and pulley. If special pulley is desired, give diameter and face.

If it is to operate on direct current, specify horse power, speed, voltage, shunt or compound wound, and whether you want starting rheostat, base and pulley.

Alternating Current Motors



Type KT and KQ, 60 Cycles
3 and 2 Phase—Continuous Rated 50 Deg. C

HP	Speed	Volts	Frame No.	Weight	Price Motor Only	Extra for Pulley	Extra for Base
1/2	900	712	130	872.50	\$2.50	\$5.00	
1	1200	710	125	60.00	2.50	5.00	
2	1800	710	125	60.00	2.50	5.00	
2	1200	711	130	65.00	2.50	5.00	
1	1800	711	130	62.50	2.50	5.00	
1	1200	712	140	67.50	2.50	5.00	
1 1/2	1800	712	140	67.50	2.50	5.00	
1 1/2	1200	713	160	73.75	2.50	6.25	
2	1800	713	160	73.75	2.50	6.25	
2	1200	730	200	85.00	2.50	6.25	
3	1800	730	200	85.00	2.50	6.25	
3	1200	731	230	100.00	2.50	6.25	
5	1800	731	230	100.00	2.50	6.25	
5	1200	732	255	122.50	2.50	7.50	
7 1/2	1800	750	450	127.50	2.50	10.00	
7 1/2	1200	751	510	162.50	3.75	10.00	
10	1800	751	510	155.00	3.75	10.00	
10	1200	752	560	185.00	5.00	13.75	
15	1800	752	560	182.50	5.00	13.75	
15	1200	302	750	223.75	5.00	11.25	
20	1800	753	660	212.50	5.00	13.75	
20	1200	312	880	256.25	5.00	12.50	
25	1800	302	750	243.25	5.00	11.25	
25	1200	322	1300	308.75	5.00	13.75	

CR1034 Form H3, Starting Compensator when ordered with motor. Prices higher when ordered separately.

7 1/2 H.P.	\$62.50
10 H.P.	80.00
15 H.P.	92.50
20 H.P.	95.00
25 H.P.	96.25

Starting Switch, 1/2 to 5 H. P., inclusive.....\$11.25

Prices on larger sizes and other ratings on application.
Above prices for 60 Cycle motors only. Prices for other cycles quoted on application.

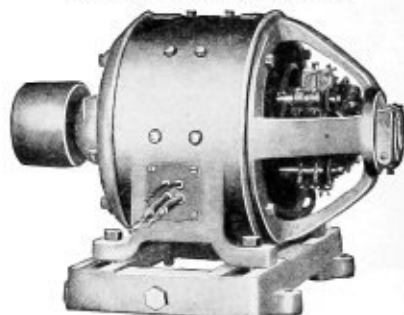
Alternating Current Motors

Type RI, 60 Cycles
Single Phase—Constant Speed

HP	Speed	Volts	Frame No.	Weight	Price Motor Only	Extra for Pulley	Extra for Base
1/2	1800	326	75	867.50	\$2.50	.....	.....
1	1200	826	115	92.50	2.50	.....	.....
1	1800	530	85	77.50	2.50	.....	.....
1 1/2	1200	549	165	112.50	2.50	6.25	.....
1 1/2	1800	328	125	88.75	2.50	6.25	.....
2	1200	564	195	118.75	2.50	6.25	.....
2	1800	549	165	112.50	2.50	6.25	.....
3	1200	564	195	131.25	2.50	6.25	.....
3	1800	570	230	156.25	2.50	6.25	.....
3	1200	570	230	156.25	2.50	6.25	.....
5	1800	592	330	206.25	2.50	7.50	.....
5	1200	592	330	206.25	2.50	7.50	.....
7 1/2	1800	614	430	275.00	2.50	12.50	.....
7 1/2	1200	610	420	275.00	2.50	11.25	.....
10	1800	630	650	356.25	3.75	15.00	.....
10	1200	627	675	362.50	3.75	13.75	.....
15	1800	638	775	425.00	6.00	15.00	.....
15	1200	632	650	412.50	6.00	15.00	.....

These motors may be started by simply closing the line circuit. However, to reduce starting current we recommend the CR1025 Starting Switch for motors of 5 h.p. and over.

Direct Current Motors



Type KC
Constant Speed—Shunt and Compound Wound—Continuous Duty

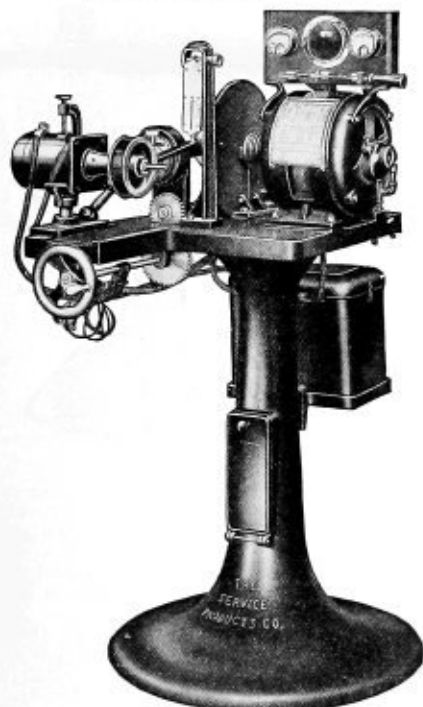
HP	Speed	Price Motor	Extra for Pulley	Extra for Base	Extra for Compound Wound	Extra for Starting Rheostat
1/2	1725	\$ 33.75	\$ 1.25	\$	\$	\$
1	1700	67.50	2.50	5.00	2.50	8.75
1 1/2	1700	72.50	2.50	5.00	2.50	8.75
1	1700	75.00	2.50	5.00	2.50	6.25
1 1/2	1150	81.25	2.50	5.00	2.50	8.75
2	1700	81.25	2.50	5.00	2.50	13.75
2	1700	90.00	2.50	6.25	2.50	13.75
3	1150	125.00	2.50	7.50	2.50	13.75
3	1700	125.00	2.50	7.50	2.50	13.75
3	1150	168.75	2.50	7.50	3.75	13.75
5	1700	168.75	2.50	7.50	3.75	16.25
5	1150	200.00	2.50	10.00	5.00	16.25
7 1/2	1700	206.25	2.50	10.00	5.00	25.00
7 1/2	1150	235.00	3.75	13.75	5.00	25.00
10	1700	231.25	3.75	13.75	5.00	36.25
10	1150	312.50	5.00	13.75	7.50	36.25
15	1700	318.75	5.00	13.75	7.50	36.25
15	1150	356.25	5.00	13.75	7.50	36.25
15	850	437.50	5.00	16.25	7.50	36.25
20	1150	475.00	5.00	16.25	7.50	50.00
20	800	587.50	5.00	27.50	12.50	50.00

Above prices cover motors for either 115 or 230 volts service. Prices on motors of other size, speed and voltage will be furnished on request.



ELECTRICAL TESTING EQUIPMENT

Universal Electric Test Unit



Designed for testing starting, lighting and ignition equipment as furnished to the automotive trade. It tests starting motors, generators, magnetos, ignition distributors, coils, relays, ammeters, switches.

Model TF-1 is a "universal" machine. It is motor driven, has a variable speed ranging from 0 to 3,000 in either rotation. Is furnished with a double six-volt battery with a series multiple switch for testing both six and twelve-volt generators and motors. Has a universal clamp for testing all types of motors and generators in size from 4" to 7" in diameter. It also tests all types of magnetos. It has a universal flexible coupling which does not clamp the bearings, and a chuck which takes shafts 5/16" to 1 1/4", gears 1 1/2" to 3 1/4". Only five leads are used in making all tests—two leads for generator, a voltmeter lead and two heavy leads for starting tests.

A universal machine is a preferred investment because there is a wider market and consequently a greater resale value. This one is of the machine tool type and distinctive in appearance. It is a leader and not a copy of any other design. The pedestal type is approved because it is all metal, does not depreciate in service, takes but a small space in the garage, and makes the garage look like a high-grade machine shop where floors are always kept clean.

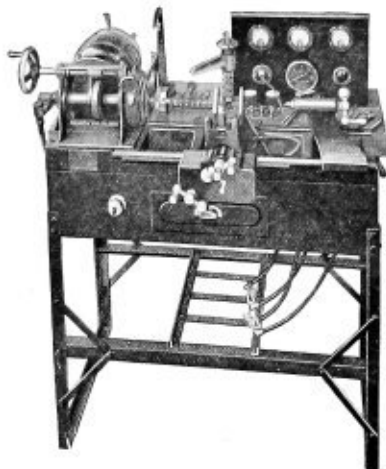
The precision of the meters is of the greatest importance because the prime function of the machine is accuracy. For that reason the best has been used. When the universal functions of the machine are taken into consideration the simplicity of design is remarkable.

The electrical department is a profitable branch of service station work. It is greatly abused by would-be mechanics and poorly-equipped shops. A service station properly equipped can secure good men and keep them satisfied. A poorly-equipped service station has small chance of competing successfully for the employment of good mechanics.

Specifications—1 H.P. motor, friction drive, flexible coupling, universal bracket, Weston ammeter, double range, center reading 30-0-30 and 600-0-600; Weston voltmeter, range 0 to 15 volts; tachometer; assembled on a base, which is mounted upon a metal pedestal; double six-volt battery with battery box mounted upon the pedestal under the base. Shipping weight, 695 lbs.

No. TF1, price F. O. B. factory.....\$560.00

Universal Test Unit



In order to maintain a steady speed under any load a variable friction transmission is used. The pressure of the friction wheel on the disc is adjustable and the motor can be reversed by throwing a single lever.

The instrument board is equipped with Weston ammeters and voltmeters, tachometer test lamp and operating switch. The motor is a 3/4 horse-power Repulsion-Induction type General Electric and can be readily connected to 110 or 220-volt, single or three-phase current. 110 or 220-volt D. C. motors can be supplied if desired.

A three-inch union chuck supplied with both external contracting and internal expanding jaws is mounted on the driving shaft so as to operate universally when testing electrical equipment. This chuck can be centered and rigidly fixed to the driving shaft through a very simple operation when it is desired to use the machine as a lathe.

In addition to being an electrical test unit, the Elmco Universal is also a small lathe suitable for turning down commutators.

The Elmco Universal Test Unit is supplied complete with a growler for testing armatures and a storage battery.

Price complete\$550.00

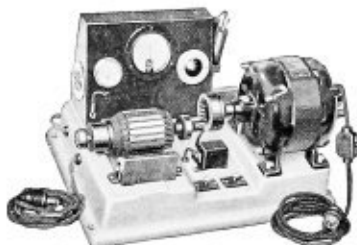
Junior Test Stand

A compact unit for testing the Ford generator. Contains a high grade ammeter, Voltmeter, cut-out, growler, test lamp and motor mounted on an aluminum base.

The growler is used for holding the generator when testing as well as for testing the armature. The elimination of the vise makes this unit very rapid.

The driving gear is mounted on the motor shaft through a Universal coupling.

No. G664, complete.....\$120.00





ELECTRICAL TESTING EQUIPMENT—Continued

Charging Panel



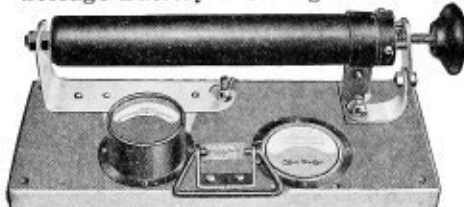
The type L-2120 is complete for wall mounting. It consists of a graphite compression rheostat, ammeter and switch. The graphite compression rheostat consists of a column of graphite discs enclosed in an insulated steel tube which is provided with a hand wheel and regulating screw for controlling the amount of resistance.

It assures a smooth and stepless control of the current, regardless of the number of cells on charge. The type L-2120 is made in two sizes:

Size 2 Panel, for charging 3-15 cells at 1-15 amperes from 32-volt circuits; also suitable for discharging 3-15 cells at 1-15 amperes. \$27.00

Size 12 Panel, for charging 3-42 cells at 1-15 amperes from 115-volt circuits; also suitable for discharging 3-42 cells at 1-15 amperes. 45.00

Storage Battery Discharge Test Set



This Discharge Test Set is designed to detect weak or dead cells in storage batteries by the high rate discharge method. Any number of cells from one to twelve may be tested in series. The set consists of a suitable mounted resistance unit with provision for varying the resistance, and an ammeter of proper range. The resistance is a graphite compression column and gives a smooth and stepless control of the discharge rate. Complete with two 5-foot leads and test clips.

Type L-2502 \$45.00

Series Charging Rheostats

The series charging rheostats listed below are of the circular type, consisting of an iron frame with the resistance set in porcelain. The resistance is divided in 36 units, contact being made for cutting out or in by a revolving arm making contact on a series of brass studs. This assures a rapid and accurate control of the charging rate.

These rheostats are ideal for use with motor generator sets where it is desired to charge several lines of batteries at various rates.

For 37½-Volt Machines

Ohms Res.	Amp. Cap.	Cr. 8000 Front of Board Type		Cr. 8001 Back of Board Type		No. of 10 in. Plates
		Cat. No.	Price	Cat. No.	Price	
17	15 to 2	187345	\$14 00 Net	187349	\$16 00 Net	2

For Drop-over, one to four, 6 Volt, 3 Cell Lead Batteries

17	15 to 2	187345	\$14 00 Net	187349	\$16 00 Net	2
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For Drop-over, one 6 Volt, 3 Cell Lead Batteries

8	15 to 2	187344	\$8 00 Net	187345	\$10 00 Net	1
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High-Rate Battery Test Set



This compact yet complete apparatus includes every device necessary for an immediate test on any battery and will report faithfully the condition of the generator and starting motor. Outfit consists of a carbon rheostat adjustable and mounted on a treated panel, equipped with voltmeter, ammeter, cadmium prods, and test leads with clips.

By increasing or reducing the pressure on the carbon blocks of the rheostat the flow of current is easily regulated. The single pole double throw switch used will carry the current any battery will deliver. In the upper position it completes connections for testing starting motor or generator. Lower connection for battery.

The voltmeter used has a double scale, the 3-volt scale is used in taking readings on a single cell, while the 30-volt scale is used in taking readings on the complete battery. Voltmeter has special graduations for Cadmium Test.

Outfit is light in weight and portable. Instruction book furnished with every set.

No. A High Rate Test Set \$53.50

Ford Magneto-Coil Test Unit



Model TF-200

Model TF-200 has been designed for the purpose of testing and adjusting Ford coils and magnetos. This unit is standard in its method of testing.

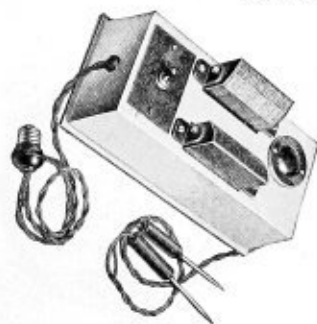
This equipment will be found to be of great service in detecting defective coils, adjusting coils before installation in the car, testing the magneto in the car, and testing the magneto for proper adjustment and strength when overhauling the motor.

Model TF-200, complete \$65.00



ELECTRICAL TESTING EQUIPMENT—Continued

Growler



The Elmco Growler locates shorts or open circuits and grounds in the armature of any generator or starting motor.

Has laminated pole pieces and is mounted on aluminum base. Comes complete with trouble lamp. Operates on 110-volt alternating current.

No. G644\$24.00

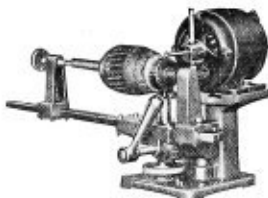
Mica Undercutter

This Undercutter is of exceptionally heavy construction. It is designed for relieving the mica on generator and motor commutators on all types of standard equipment.

It has a 1/10 horsepower 3400 R. P. M. motor, adjustable centers and vertical adjustment to take care of various diameter commutators. Your attention is called to the rack and pinion feed controlled by lever which enables a smooth, even feed of the commutator under the cutter.

The cutters are mounted directly on the armature shaft and are easily replaced. The shaft is of such size that there is no tendency to spring out in operation.

No. 103\$60.00



Mica-Miller Undercutter



For undercutting mica layers between copper segments on armatures—new or old. Cutter shank can be used for restoring contact on worn commutators, also cuts close to corners and to correct depths. Shaft can also be converted into handy tool for Emery Grinding. Flexible shaft is 37 1/2 inches long and has a chuck with capacity of 5/32 inch.

PRICES

MOTOR DRIVE—Outfit, which includes coupling for attaching motor, bored to fit either 3/4" or 1" diameter shaft. 2 No. 150, 3 No. 180, 2 No. 280, 2 No. 350. Milling Cutters; Price\$18.00

PULLEY DRIVE—Outfit which includes Round Belt Pulley Head Standard; 2 No. 150, 3 No. 180, 2 No. 280, 2 No. 350. Milling Cutters; Price.....\$18.00

ELECTRIC MOTOR—1/10 H. P. 110 Volt 60 cycle. Single Phase, 3400 R.P.M. Motor.....\$18.00

Generometer



Electrical repair men have been looking for an instrument that would enable them to accurately locate shorts and grounds in the armature of a generator and starting motor. Our Generometer will enable the repairmen to immediately determine in what manner the armature is defective.

The case is in mahogany finish and measures 15 1/2

inches long, 10 3/4 inches wide and 4 1/2 inches high.

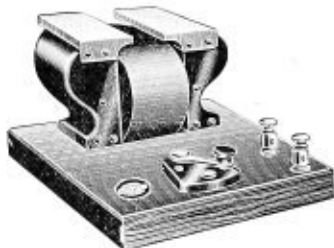
No. G479, each\$55.00

Laminated Magnetizer

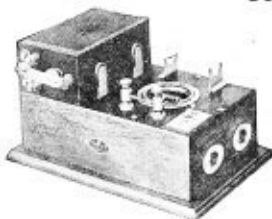
So constructed that it will generate far more magnetism than any of the two-spool types; its drawing power being 135 pounds from a six-volt storage battery. Consequently it will recharge magnets in much less time and at a saving of current. The poles are absolutely equal and insure a perfect flow of magnetism to the magnets.

No. G481—Price for six-volt storage battery model\$25.00

No. G482—Price for 110-volt D. C. 30.00



Tester



A high grade tester for Ford coil units, lamps and spark plugs. The ammeter enables you to set all four coils alike.

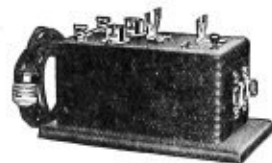
Type D, for 6 volts \$11.65

Type A, for 110 volts, AC 14.35

Combination Tester

Is designed for testing automobile lamps, single or double contact, of any candle-power or voltage, electric horns, various types of spark coils, spark plugs, battery jars, locating short circuits and grounds, also for starting Ford engines in cold weather.

No. 17, each.....\$10.00



For Use with Alternating Current Lighting Circuit

Combination Tester

Is identical in every respect to the No. 4717 Tester with the exception that it is designed for use where alternating current is not available. It obtains its current from a 6-volt storage battery or four dry cells.

No. 16, each.....\$12.00



BATTERY SERVICE STATION EQUIPMENT

Weston Garage Testing Outfit



Model 280

The Weston Model 280 Volt-Ammeter is a compact accurate instrument. It is supplied complete with external shunts and is all contained in a convenient leather carrying case. It is perfectly dead-beat, quick in action and shielded from the disturbing influence of external magnetic field.

The 2-0-30 volt range is useful for determining the voltage of the entire battery or generator on the car.

The 2-0-3 volt range is valuable for cadmium test of the individual cell. The millivolt range is used for detecting short grounds or opens in armatures or field coils.

As an ammeter it has the following ranges: 0-3; 0-30, and 0-300 amperes.

Model 280, complete with case \$46.25
Cadmium Test Cables (extra) 5.00

Weston Fault Finder



Model 441 Fault Finder

A comprehensive booklet accompanies each instrument and clearly explains by description and diagrams exactly how Model 441 "Fault Finder" makes practically every test that is likely to be called for in garage work.

It contains two separate instruments—a voltmeter having ranges of 0.2-0.3 volts and 2-0-30 volts and an ammeter having a range of 30-0-30 amperes.

A replaceable, standard, 30 ampere automobile type glass fuse is mounted between the two instruments. This arrangement protects the ammeter against accidental burnout through overload or improper connections. Instead of equipping the instrument with binding posts that might easily become damaged or removed by accident, a metal plate is used through which plug connections can be made for the various voltage and current ranges. It is conveniently, permanently and compactly contained in an attractive oak box with hinged cover.

With each instrument is furnished a pair of special, flexible, well-insulated cables six feet in length. On one end of each cable is a plug terminal for making connections to the instrument while the other ends have lead-covered, spring-clip terminals to make rapid and positive connections to the circuits under measurement.

No. 441, each \$31.00

Weston Dash Meters



Flush Type



Surface Type

Model 354

The Weston Model 354 Ammeter is perfectly dead-beat; the needle will not wiggle back and forth, but comes to immediate rest.

The Model 354 is a quality replacement for the ammeter on the car and indicates the exact flow of current at all times.

Standard range carried in stock 30-0-30. Black or nickel finish.

Model 354—Surface Type \$3.50
Model 354—Flush Type 3.50

Dashboard Meters



"Universal"



"Ford"

Universal Model for flush mounting. Diameter of case, 2 inches outside; diameter of flange, 2 1/2 inches. Range in amperes 20-0-20 or 30-0-30. Specify black or nickel finish.

No. G-799, each \$1.50

Ford Model for flush mounting. Diameter, 3 inches over all. Range 20-0-20. White figures on black dial. Aluminum case, black Japan finish.

No. G-800, each \$1.10

Direct Current Voltmeters and Ammeters Switchboard Mounting



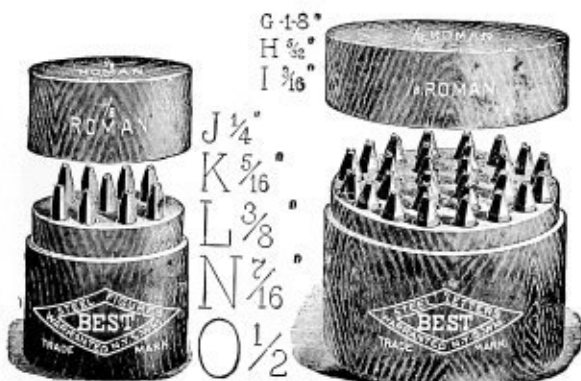
Zero Center Scales furnished at same price AMMETERS VOLTMMETERS

Cat. No.	Ampere Capacity	Price	Cat. No.	Volt Capacity	Price
196212	10	\$12.00	196222	10	\$12.00
196213	15	12.00	196223	15	12.00
196214	20	12.00	196224	25	12.00
196215	30	12.00	196225	50	13.00
196216	40	12.00	196226	75	13.00
196217	60	10.00	196227	120	14.00
196218	80	10.00	196228	150	14.00



BATTERY SERVICE STATION EQUIPMENT—Continued

Steel Letters and Figures



Furnished in two grades—Machine Cut and Hand Cut. Machine cut letters are recommended to battery service stations to be used in "coding" batteries when sold or repaired. The hand cut letters are recommended for marking steel or other hard metals.

A repair shop or battery service station should never install a new part or turn out a battery repair job without marking in code the date and workman's mark.

All sizes listed carried in stock. Other sizes will be shipped direct from our factory.

Machine Cut Letters and Figures

SIZE	Figures per set of 9	Letters per set of 28	Letters or figures, single
1/8 inch	\$1.50	\$4.50	25c
3/16	2.00	6.00	30c
1/4	2.50	7.50	35c
5/16	3.00	9.00	40c
3/8	3.50	10.50	50c
7/16	6.00	18.00	75c
1/2	6.00	18.00	75c

Hand Cut Letters and Figures

SIZE	Figures per set of 9	Letters per set of 28	Letters or figures, single
1/8 inch	\$2.00	\$6.00	30c
3/16	2.50	7.50	35c
1/4	3.00	9.00	40c
5/16	4.00	12.00	50c
3/8	4.50	13.50	55c
7/16	7.00	21.00	80c
1/2	7.00	21.00	80c

Pyrene Acid Syphon



Pyrene Acid Syphons are indispensable for the safe handling of acids for carboys. The flow of acid is rapid and smooth. Releasing the valve stops the flow. This syphon is not affected by sulphuric acid or its fumes.

No. G130—Price ..\$10.00

Rubber Funnels

These funnels are made of best vulcanized hard rubber, suitable for acid fillings. Battery men always prefer these to glass funnels because there is no danger of breaking. Made in two sizes.

No. 37—1 pint size, each..\$1.20

No. 37A—1 quart size, each 1.45



Acid-Proof Aprons



No. 34A



No. 34

Made of finest weave drill cloth heavily coated with pure rubber vulcanized into fabric. Are double coated on the outside and single coated on the inside. Light in weight and will not tire the wearer.

No. 34—Pant Leg Aprons, 36" wide and 48" over all\$3.50

No. 34A—Straight Aprons, 46" length over all.... 3.00

No. 34B—Straight Aprons, 24" length over all... 1.75

Rubber Gloves



Formed to fit the hand.

No. 50, per pair.....\$1.70

Pocket Meters



No. 24



No. 34B

No. 24 Ammeter. Permanent magnet construction, nickel case, diameter 2-5/16 inches. Scale 0-35 amps. (One ampere divisions.)

No. 24, each.....\$1.00

No. 34B Voltmeter, 0-30 volts (one volt divisions).

No. 34B, each\$2.25



BATTERY SERVICE STATION EQUIPMENT—Continued

Pocket Voltammeter



No. 44

This voltammeter is a combination of the ammeter and voltmeter in a single case. It is invaluable to those who work with both dry and storage batteries. Made in two scales. No. 44 range 0-8 volts and 0-30 amperes. (One amp and 1-5 volt divisions) No. 44A Range 0-16 volts and 0-36 amperes. (One amp and 1 volt divisions).

No. 44, each.....\$1.50
No. 44A, each..... 2.00

Polarity Indicator

For testing individual storage battery cells polarity. The long terminals three inches apart at the extremities can be adjusted to fit all terminals. The decided action of the sensitive indicator hand always pointing, as it does, directly at the positive terminal of the cells, makes it easy for the workman to test cells with one hand.

Specifications: Diameter, 2½ inches. Length of terminals, 2½ inches. Thickness, ½ inch. Length over all, 4½ inches.

No. 91, each\$2.50



Model 443

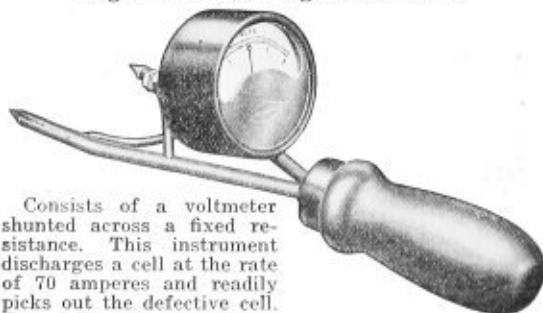
Battery Testing Voltmeter

The Weston Model 443 Voltmeter was especially designed for reading the individual cells of a storage battery, either on the car or on the charging line. It has a Bakelite Acidproof case. The scale is 2-0-3 volts and very legible.

The compactness of this instrument makes it extremely valuable to the battery station. It is supplied complete with test cable. Cadmium test cable extra if desired.

Model 443.....\$14.00
Cadmium Test Cable..... 2.75

High-Rate Discharge Instrument



Consists of a voltmeter shunted across a fixed resistance. This instrument discharges a cell at the rate of 70 amperes and readily picks out the defective cell. Especially convenient for testing the battery in the car.

TF-501\$15.00

Battery Test Set



DISCHARGE PRODS

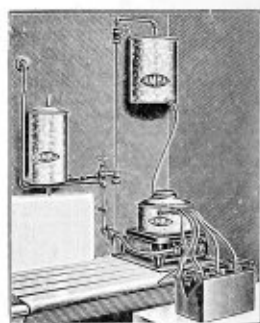
A specially designed Voltmeter for making cadmium reading of individual cells of a storage battery. The long scale is plainly marked and easily legible. Red lines are added to mark the proper cadmium readings of both Positive and Negative groups, both for fully charged and discharged. This instrument is supplied either with or without leads.

Cadmium Voltmeter\$17.75
Cadmium Voltmeter, with leads..... 19.95
Cadmium leads only, per pair..... 2.25
Discharge Tester, with leads..... 7.65

Battery Steamer

The Type "B" Steamer will quickly soften the sealing compound, and prepares the battery so that the element can be easily removed. This is done by injecting the steam directly into the cells. Saves time and eliminates the possibility of breaking jars and covers. An automatic valve regulates the water supply and maintains low water level in the boiler. Steamer supplies approximately 1 gallon of distilled water per hour.

Steamer is made of heavy galvanized iron. Comes complete with all necessary valves, steaming hose, and can be connected up so that city water supply feeds direct into supply tank. Shipping weight 23 lbs.



Type "B"

No. "B" Steamer complete with Condenser.....\$25.00
No. "B" Steamer, only..... 15.00
Condenser only 10.00

Battery Vise



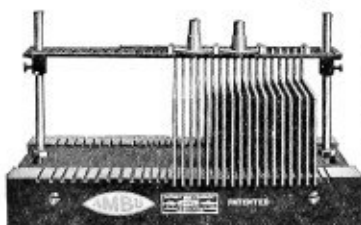
This Vise will accommodate any make and any size of battery now in general use. Parts interchangeable and easily renewed. Net weight, 27 pounds. Crated weight, 40 pounds.

No. G138—Price\$12.00



BATTERY SERVICE STATION EQUIPMENT—Continued

Plate Burning Racks



Type B

Furnished with adjustable fittings for puddling and making strap form around plate lugs.
Base is made of acid treated hard wood. Therefore no iron can touch plates, which will eliminate any come-backs on repair jobs because of iron getting into the plates.

Type B, complete.....\$8.75

Designed similar to Type B except that it has provisions for holding only two groups of plates of standard $\frac{3}{8}$ " and $\frac{7}{16}$ " or thin plates.

Furnished with plate clamps and adjustable fittings for puddling and making strap form around plate lugs.

Type A, complete.....\$5.95



Battery Plate Press

This Battery Plate Press presses three groups of plates at one time.

It is equipped with drain troughs so that all acid drains to one receptacle.

This does away with old sloppy method that ruins apparatus, floor and clothes. Furnished with fittings so that it can be mounted on the wall.

Type PP, each.....\$15.00



Type A

Separator Boards

Prevent the plates from becoming bent or broken while being pressed when placed between the plates and on each side. Made of a special composition which is unaffected by acid or water.

Set of twenty-one $5/16$ " and twelve $1/4$ " boards.

Type SB, per set.....\$5.90



Battery Vise and Plate Press

Serves a double purpose. May be used either as a Battery Vise or Plate Press. Working principle is simple, consisting of a movable jaw

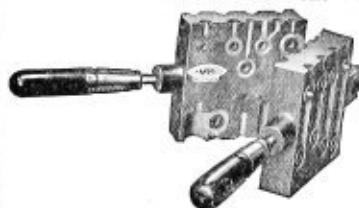


carrying a dog that engages a fine pitched ratchet on the base. A handle threaded in the dog moves the movable jaw forward. Weight 25 lbs.

No. 56, Combination.....\$6.75

Link Combination Mold

Casts Fifteen Different Battery Parts



Casts five of the most used connectors for all batteries using standard jars, 7-11-13-15 plate, 4 end connectors (2 Dodge Tapers and 2 Standard Tapers, Negative and Positive), 1 end connector, $\frac{1}{4}$ inch lead used on 12 volt Maxwell and all other cars using a wire lead. 1 small wire lead to connect with end post on storage batteries requiring direct connectors. Post support rings fit the two sizes standard rubber covers. Extra taper plugs, also extra bushings

for different size cable can be secured at extra cost. The standard equipment consists of 4 taper plugs, 1 large and 1 small cable bushing. Weight, 25 lbs.

Type LCM, complete.....\$33.85

Terminal Mold

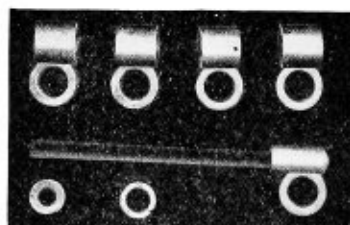
Casts Four End Connectors Per Minute

Casts four end connectors, one cable lead, and two washers. Accurately machined so as to produce perfect lead castings of the most popular design.

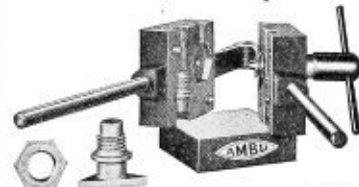
Castings are easily removed, no hammer is required.

Connector Mold complete with four taper plugs, one cable bushing. Weight 8 lbs.

Type TM, complete \$8.45



Threaded Post Strap and Sealing Nut Mold



Casts the popular type threaded post with strap and sealing nut. Carefully machined and designed so that castings are easily removed.

Hand screw arrangement assures a perfect thread on sealing nut casting after its release from the mold.

Has molding form in base, or block for lengthening strap to fifteen plate size, when this length is required.

Made in two sizes for $\frac{1}{4}$ " and $\frac{1}{2}$ " posts. When ordering please specify size required.

Price each, complete.....\$19.30

Mold Compound

A special preparation made exclusively for use on battery parts molds. Fills the pores of the machined surface of the molds, leaving it smooth. Contains chemicals which act as a rust preventative.

Prevents castings from sticking—makes them "come clean."

Constant use of this compound on battery parts molds will produce a glass like surface, to which lead parts will not adhere.

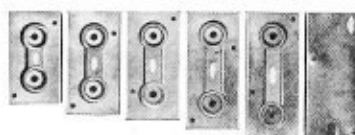
Type MC, per pound can.....\$0.50





BATTERY SERVICE STATION EQUIPMENT—Continued

Combination Connector Mold



Will cast cell connectors for 7, 9, 11, 13 and 15 plate batteries.

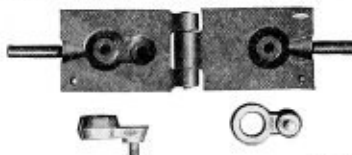
The set consists of five separate cell connector molds with a single taper, each working on a master plate.



Price complete with handle\$7.95

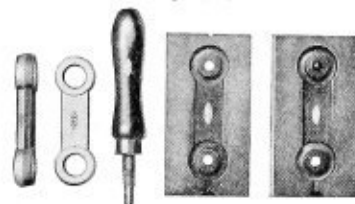
Radio Terminal Mold

Will cast terminal with 5/16" brass screw for use on batteries for radio purposes. Has screw adjustment so that terminals may be made with different length screws, as desired.



Price, complete\$5.30

Cell Connector Mold



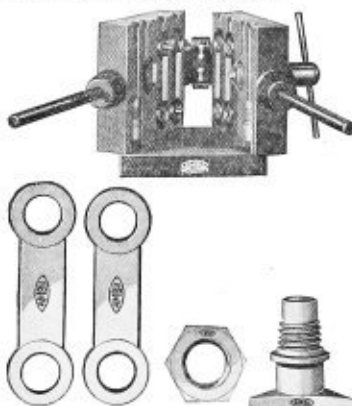
Made in five individual sizes for casting 7, 9, 11, 13 and 15 plate battery cell connectors. Cast connectors with double taper.

Mold, complete with handle, per size\$4.20

Ford Special Battery Parts Mold

This combination mold will cast 1" screw type post, threaded sealing nut, and two eleven plate cell connectors in the short and long length links as used in the new standard Ford battery and other makes including the Exide 13 plate battery. All four parts can be cast in one pouring, if desired.

Castings are easily removed. Hand screw arrangement assures a perfect thread on sealing nut after its release from the mold. Mold is made of fine gray iron, and is carefully machined throughout.



Price, complete\$26.35

Adjustable Screw Mold

Cast Twelve Screws per Minute



This mold casts standard square edged heads on four screws, two 5/16-inch and two 3/8-inch. Has screw adjustment in base, making each cavity adaptable to any length screw.

Castings are quick

ly and easily removed. Weight, 7 lbs.

Price\$10.60

Post Strap Mold

Cast Three Posts with Straps Per Minute



Made from high grade iron carefully machined so as to produce perfect lead castings.

Several special features are embodied in this mold, rendering it the fastest mold on the market and free from complications. Castings are easily removed. The patented movable tooth rack enables the operator to cast odd and even number teeth on post

strap to receive the plates, correctly spaced for all standard batteries. By reversing ends, blanks may be cast when custom requires them. Two bushings are furnished which are bored and reamed to standard post sizes, fitting standard rubber covers commonly used by all repair shops.

Post mold complete with two post bushings, and one standard movable rack. Weight, 12 lbs.

Type PPS, complete\$15.95

Ambu Cell Connector Mold



A combination mold that will cast practically all of the cell connectors used on standard storage batteries, 7, 11, 13 and 15 plate. In the short and long lengths, such as Exide, Willard, U. S. L., Vesta, Pres-O-Lite, Philadelphia and other nationally known batteries. Designed similar to our Link Combination Mold.

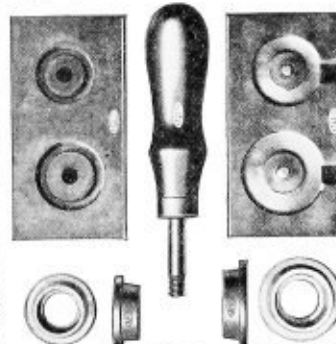
Castings are easily removed. Made heavy so that it will not overheat. After re-insulating or repairing, the job looks more complete and satisfactory if the battery is furnished with a new set of connectors. With Ambu molds, scrap lead may be used and new parts made for each job.

Type CEM\$26.45

Pillar Cup Mold

Will cast pillar cup support rings for two standard sizes uni-seal covers.

Price, complete \$4.15



Battery Post Builders

Made of high grade steel. Process of manufacture through which they pass, insures their immediate and easy removal from post upon its completion.

For rebuilding positive, negative, tapered or straight posts. Simply place builder over old stump, "burn in" molten lead, and a new and perfect post is quickly made.

Consists of ten different sizes, adaptable to all standard makes of batteries. Supplied in a neat metal container.

Type PB, set of 10\$2.00





BATTERY SERVICE STATION EQUIPMENT—Continued

Burning Lead Mold



Save all the old lead in your shop. Melt it down into usable form in these handy lead molds. They save their cost in salvaged metal in a few days. Every shop needs a pair and large shops need several. The grooves in the iron form will produce bars of burning lead 15 inches long, 5/16 inch thick, 3/8 inch wide at the top, and 1/4 inch wide at the bottom. Shipping weight, 5 pounds per pair.

No. G141, each\$1.50
No. G142, per pair 2.75

Sealing Compound

A pure asphaltum compound that will not crack in cold weather nor get soft in summer. Specially prepared to make it elastic and has superior sticking qualities. Put up in 30-pound packages.

No. 35, per package ..\$1.50



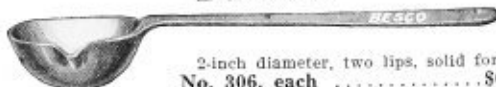
Compound and Lead Ladle



A ladle for pouring sealing compound into the small opening between top covers or jars without spilling or slopping over top of battery.

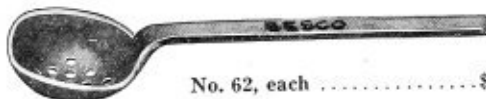
Type L, each\$2.75

Lead Ladle



2-inch diameter, two lips, solid forged.
No. 306, each\$0.30

Lead Strainer



No. 62, each\$0.30

Lead Mallet

Most useful in tapping moulds or for forcing separator into group and groups into jars. Ten inches over all. Weight, 2 lbs.

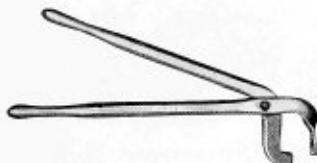


No. 61, each\$0.50

Terminal Extractor

A quick acting tool for removing brass terminal connectors. Sufficient leverage to remove terminals that are badly corroded and stick tight to the post.

No. 67, each\$1.30



Post Cutter



A powerful cutter with toggle action. Has thin hardened jaws.

No. 99\$3.00

Steel Scraper



No. 6—Triangular Steel Scrapers for cleaning plate lugs before burning. Each.....\$0.50

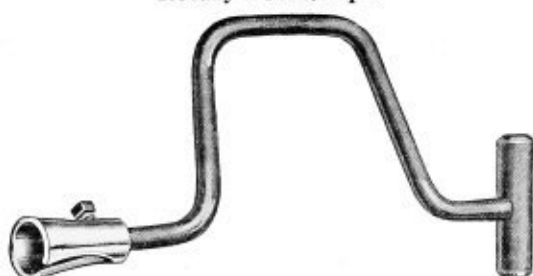
Webbing Pliers



A handy tool for removing broken jars from storage batteries.

No. 4250, each.....\$2.25

Rotary Post Shaper



A well-made tool for shaping straight posts on storage batteries to 10 degrees taper. Made complete with an all-metal brace, which gives the advantage of having the tool always ready for instant use. The cutter head is movable on the brace shank, forming a stop for cutting to any desired length. Fully guaranteed.

No. G136—Price\$1.50

We can furnish a No. 3 Cutter Head with an 11/16 opening, 10 degrees taper, to be used for shaping smaller posts, which will fit on the same brace as furnished with No. 2 Cutter.

No. G137—List price of No. 3 Cutter Head.....\$0.90

Link Cutters



For removing Storage Battery Terminals and straps without destroying the posts.

Type H, for Hand Brace, each.....\$5.00

Type B, for Blacksmith's Drill, each..... 5.00

Type E, for Electric Drill, each..... 5.00



BATTERY SERVICE STATION EQUIPMENT—Continued

Taper Terminal Reamers



A complete combination of reamers for truing and cleaning the taper holes in the terminal heads of storage batteries.

The four reamers shown will fit practically every taper connection used on automobiles. Numbers 2 and 3 are made end cutting which enables them to cut ahead of themselves where the taper hole is

recessed, which is the case on several makes of batteries.

Number 4 reamer is special for the positive and negative connections as used on the Dodge car.

These tools are designed so they can be used with the battery remaining in its place on the car.

The set consists of four reamers, with wrench for operating, neatly arranged in a polished case.

No. G135, per set.....\$5.20

Battery Stand and Turntable

Made of two stout bases of acid-treated hard-wood, of sufficient dimensions to accommodate any size battery. These bases are pivoted to each other by a heavy malleable iron roller-bearing. While it turns easily, it has sufficient torque to prevent battery moving away while working on it. To lift the battery for each operation necessitates laying down your tools and means a great deal of labor. It is also handy for working on heavy generators and starting motors.



Type BT, each.....\$1.50

Battery Carrier

"Carry a Battery Like a Suitcase"

The Ambu Battery Carrier consists of a stout hardwood handle having a swinging steel arm at each end, to which is attached a strong steel hook for engaging the handles on the battery box.

Enables you to carry a battery like a suitcase, with the least strain on your arms. One man can carry two batteries at once because he can hold them down at his side. Also useful in lifting a battery out of the car, and putting the battery back in the car. Shipping weight, 1 pound each, or 2 pounds per pair.

No. G139—Price, each.....\$1.25



The AMBU WAY is the BETTER WAY

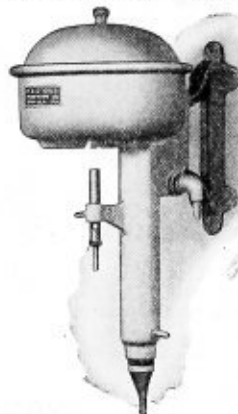
Separator Cutter



This Separator Cutter is designed and built for cutting Wood Separators. It is very heavily constructed and has a graduated scale by which quick, accurate adjustment.

No. G131—Price.....\$5.50

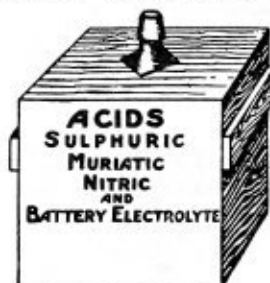
Stokes Automatic Water Still



Pure water—free from salts, impurities, bacteria, etc.—can only be obtained by distillation. This still has several important features possessed by no other and produces distilled water at a cost of only 2 cts. a gallon.

Number	Hourly Capacity	Method of Heating	Weight	Height	Price
00	4-gal.	Gas	35 lbs.	24 ins.	\$27.00
000	24-gal.	Gas	110 lbs.	48 ins.	60.00

Electrolite or Sulphuric Acid

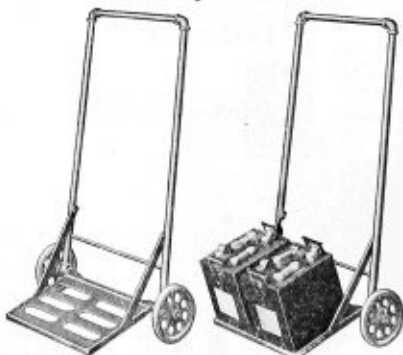


In carboys of about 150 lbs. Carboys billed at \$5.00 each and credited at \$4.50 on return.

1400 Specific Gravity, per lb.....\$0.08

1.83 Specific Gravity, per lb......10

Battery Truck



No. 109, each.....\$10.00



BATTERY SERVICE STATION EQUIPMENT—Continued

"Break-Not" Hydrometer Syringe



This instrument is the very latest improved type of Battery Syringe Hydrometer for use in testing storage batteries.

The advantages of this instrument and improvements over other styles will be readily apparent by referring to the illustration.

In this Syringe Hydrometer the glass is eliminated to a considerable extent, the lower part of the jar being made of a special acid-proof composition rubber.

The instrument is guaranteed accurate, the scale is very clear and plainly marked.

The outfit is put up in a blue mailing tube, which is very strong and an ideal package.

No. G145, each \$1.00

No. 8, same, packed in leatherette case, each 2.00

Parts for "Break-Not" Hydrometer

No. G146 Rubber Bulb only \$0.40

No. G147 Glass Jar only30

No. G148 Rubber Tip only30

No. G149 Hydrometer, Float only35

Kant-Stick Hydrometer



A hydrometer especially suitable for the service station. The float in this instrument is constructed on the principle of a pendulum and floats free from the side walls.

The small diameter glass barrel requires but a small amount of electrolyte to give an accurate reading.

No. G700, each \$1.50

Perfection Hydrometer



Has a one-piece hydrometer barrel, same diameter throughout. Easily cleaned. Glass tips are used on the float enabling it to float freely and thereby insuring an instant and accurate reading. Rubber connections are of non-blooming stock. A heavy ribbed bulb prevents rolling when laid down.

No. G760, each \$1.00

"Hydro" Battery Filler



For handling distilled water in refilling storage batteries. The length of this instrument over all is 11 inches, weight 1 pound. The bulb has a capacity of 8 ounces and is made of very heavy black rubber. The stem is made of hard rubber.

No. G152, each \$1.00

Test Clips



Universal Test Clips are time-savers charging automobile storage batteries, lead plated for protection against acid fumes; may be used over and over again. Will

carry 20 amperes without heating.

No. 21A, each \$0.20

Mixing Hydrometer



Mixing Hydrometers used for mixing and reducing specific gravity of sulphuric acid, 12 inches long over all with a 6-inch hand-made scale; range 1100 to 1400, guaranteed absolutely accurate.

No. G150, each 1.50

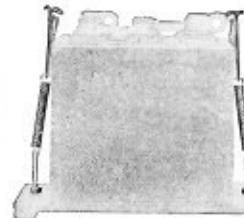
Battery Thermometer



Battery Thermometer used in getting temperature of storage batteries while being recharged, made of glass tubing 8 inches long, with scale inside of tube to prevent acid from eating the scale. Range 32 to 120 F. Mercury. Made with ring at the top; packed in cotton in individual boxes.

No. G151, each \$1.00

Battery Holdowns



Battery Holdowns are time savers and will give longer life to the battery. Holds the battery in place, eliminating wear and tear from vibrations. Hold-downs are adjustable to any size or height of battery.

No. 30, per pair \$0.45

Ford Holdowns

Standard Hold-downs for Ford batteries are used in connection with metal containers. Quick and easy to install.

No. 64, per pair \$0.60



Improved Battery Terminal



This Improved Battery Terminal has the feature of clamping tight to any round terminal of standard size, and is easily removed with the "puller screw" shown on top. Unnecessary to pound on or pry off. Heavy lead coated bracket, made of brass with lead coated screws.

No. G779, each \$0.50

Copper Terminal Lugs Lead Coated

Copper terminal lugs. Lead Coated.
No. 921A, Lug for No. 2 Cable, each 10c; per 100, \$5.00; per 1000, \$48.50.
No. 920A, Lug for No. 4 Cable, each 8c; per 100, \$4.00; per 1000, \$38.50.

No. 919A, Lug for No. 8 cable, each 6c; per 100, \$2.50; per 1000, \$20.00.




BATTERY SERVICE STATION EQUIPMENT—Continued

BATTERY PARTS

TERMINALS

Standard Type Terminals



Fit For, Buick, etc.
Split Type

Patented

- No. 1 Positive 40c each
No. 2 Negative 40c each

Closed Type
Patented

- No. 3 Positive 40c each
No. 4 Negative 40c each



Exide Elbow Type Terminals



Left Hand Elbow Type
Patented

- No. 5 Positive 45c each
No. 6 Negative 45c each

Right Hand Elbow Type
Patented

- No. 7 Positive 45c each
No. 8 Negative 45c each



Willard Type Terminal



Straight Post Type
Patented

- No. 15 Straight Post.....40c each
Positive or Negative

Straight Type Terminal



Taper Post Type
Patented

- No. 19 Positive 40c each
No. 20 Negative 40c each

Straight Post Type
Hudson and Essex
Patented

- No. 17 Positive 40c each
No. 18 Negative 40c each



Universal Type Terminal



Rental Terminal
Patented

- No. 11 Pos. Without Screws.....55c each
No. 12 Neg. Without Screws.....55c each
No. 9 Positive, (tapped with screw).....60c each
No. 10 Negative (tapped with screw).....60c each

TAPER PLUGS

Large Standard Type $\frac{3}{8}$ and $\frac{5}{16}$ Tapped Plugs



- No. 41 Pos. 20c each
No. 42 Neg. 20c each

LARGE PLUG
TAPPED 5/16

- No. 43 Pos. 20c each
No. 44 Neg. 20c each



Medium and Dodge Type Plug



- MEDIUM
TAPPED 5/16
No. 45 Pos. 20c each
No. 46 Neg. 20c each

- DODGE
TAPPED 5/16
No. 47 Pos. 16c each
No. 48 Neg. 16c each



Brass Terminal Screws



With Lead Heads

- No. 61 $\frac{1}{8}$ x 1 inch12c each
No. 62 $\frac{3}{8}$ x 1 inch12c each
No. 63 $\frac{1}{2}$ x $\frac{5}{8}$ inch10c each
No. 64 $\frac{3}{4}$ x $\frac{5}{8}$ inch10c each

Brass Terminal Screws

Without Lead Heads

- No. 65 $\frac{1}{8}$ x 1 inch7c each
No. 66 $\frac{3}{8}$ x 1 inch7c each
No. 67 $\frac{1}{2}$ x $\frac{5}{8}$ inch6c each
No. 68 $\frac{3}{4}$ x $\frac{5}{8}$ inch6c each



Terminal Bolts



Lead Coated with Hexagon Nuts

- No. 69 $\frac{1}{2}$ x 1 $\frac{1}{4}$ inch4c each
No. 70 $\frac{3}{4}$ x 1 $\frac{1}{2}$ inch4c each

Combination Clamp Type

Right or Left Hand, Positive or Negative

Patented

- No. 13 Tapped with Screw.....60c each
No. 14 Without Screws.....55c each
Use Thimbles to adapt this Terminal to taper posts.





BATTERY SERVICE STATION EQUIPMENT—Continued

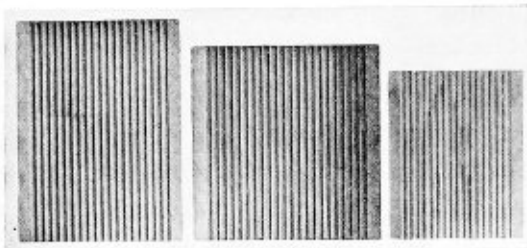
Battery Plates



Fully formed storage battery plates of the highest quality. Grids are made of antimonius lead and are hand pasted. Great care is taken to make the plates uniform in performance. Exact replacements for all standard batteries. Packed 200 to the box.

Symbol	Height	Width	Thickness	Lug	List
A-Pos.	4 1/4	5 1/8	1/8	Flush	\$0.30
A-Neg.	4 1/4	5 1/8	1/8	Flush	.30
B-Pos.	4 1/4	5 1/8	1/8	Flush	.30
B-Neg.	4 1/4	5 1/8	1/8	Flush	.30
C-Pos.	5 1/4	4 1/4	1/8	Flush	.30
C-Neg.	5 1/4	4 1/4	1/8	Flush	.30
D-Pos.	5 1/4	5 1/8	1/8	Offset	.30
D-Neg.	5 1/4	5 1/8	1/8	Offset	.30
E-Pos.	5 1/4	5 1/8	1/8	Flush	.30
E-Neg.	5 1/4	5 1/8	1/8	Flush	.30
X-Pos.	4 1/4	5 1/8	3/32	Exide	.30
X-Neg.	4 1/4	5 1/8	3/32	Exide	.30
Cadillac Special Pos.					.50
Cadillac Special Neg.					.50

Treated Separators



Redwood Separators

Type	Height	Width	Price
AD	4 1/4	5 1/8	\$0.05
CD	5 1/16	5 1/8	.05
HD	5 9/16	5 1/8	.05
SJ	5 1/4	5 1/8	.05
GD	6 1/4	5 1/8	.05

Cedar Separators

Type	Height	Width	Price
AD-C	4 1/4	5 1/8	\$0.043
CD-C	5 1/16	5 1/8	.043
HD-C	5 9/16	5 1/8	.043
SJ-C	5 1/4	5 1/8	.043
GD-C	6 1/4	5 1/8	.043

Burning Lead

No. 53611—Antimonius, per lb. \$0.27

Wood Battery Cases

"BOARD" ASSEMBLY—SIX VOLT CASES



Stock Number	Width	Inside Dimensions Length Height Ends Sides	With h'dles Attached	List
0-6-11 Chev.	6 9-32	7 1-8 8	9-16 1-2	\$4.16
0-6-9 Chev.	6 9-32	7 1-8 8	9-16 1-2	1.16
* 1-6-11 Std.	6 9-32	8 7 1-2 1-2	9-16 1-2	1.16
* 4-6-11 High	6 9-32	8 8	9-16 9-16	1.22
* 6-6-11 S. J. Wil.	6 9-32	8 1-8 8	9-16 9-16	1.24
* 7-6-13 Std.	6 9-32	9 5-16 7 1-2	9-16 9-16	1.26
* 9-6-13 High	6 9-32	9 5-16 8	9-16 9-16	1.28
* 10-6-13 S. J. Wil.	6 9-32	9 1-2 8	9-16 9-16	1.30
* 11-6-15 Std.	6 9-32	10 5-8 7 1-2	9-16 9-16	1.32
12-6-19 Pack.	6 9-32	13 1-2 7 1-2	9-16 9-16	1.36

TWELVE VOLT CASES

* 13-12-7 Std.	6 9-32	11 5-32 7 1-2	9-16 9-16	1.36
* 14-12-7 High	6 9-32	11 5-32 8	9-16 9-16	1.38
* 15-12-7 Max. Sp.	6 1-4	11 1-4 7 1-4	9-16 3-8	1.36
* 18-12-7 S. J. Dodge	6 9-32	11 3-4 8 3-16	9-16 9-16	1.42

LONG ASSEMBLY

19-6-11 L	2 3-4	19 1-8 7 1-2	9-16 9-16	1.48
* 20-6-13 L	3 1-8	19 1-8 7 1-2	9-16 9-16	1.50
* 21-6-15 L	3 5-8	19 1-8 7 1-2	9-16 9-16	1.54
22-6-19 Cad.	4 1-2	19 1-8 7 1-2	9-16 9-16	1.58

PACKED SIX OF A SIZE IN A CARTON

*Popular sizes, which will supply 90% of all replacement requirements.

These Battery Cases are made of Number One kiln-dried hardwood Electro lead plated screws and handles. All cases treated with Acid Resisting Paint. Packed six of a size in a carton.

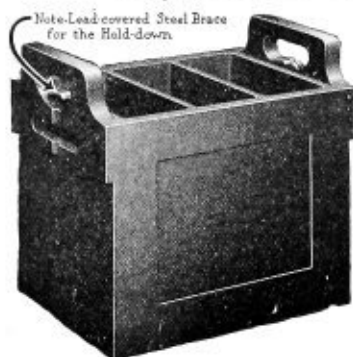
Rubber Jars

A, AD or ADN Jars			
No. of Plates per Cell	Inside Height	Catalog Nos.	Code Words Price
7	6 5/8	76,715	Covaj \$1.62
9	6 3/4	76,716	Covak 1.66
11	6 3/4	76,717	Covil 1.70
13	6 3/4	76,718	Covmo 1.80
15	6 3/4	76,719	Covpy 1.85
9	6 5/8	76,721	Cowel 2.00
C, CD or CDN Jars			
No. of Plates per Cell	Inside Height	Catalog Nos.	Code Words Price
7	7 1/4	76,725	Coyem \$1.65
9	7 1/4	76,726	Coyep 1.70
11	7 1/4	76,727	Coyry 1.80
13	7 1/4	76,728	Cosam 1.87
15	7 1/4	76,729	Cosen 1.96
HD or HDN Jars			
No. of Plates per Cell	Inside Height	Catalog Nos.	Code Words Price
7	7 3/4	78,000	Efsal \$1.70
9	7 3/4	78,001	Efsam 1.80
11	7 3/4	77,998	Efsor 1.80
13	7 3/4	78,002	Efsa 1.90
15	7 3/4	78,003	Efsin 2.00
17	7 3/4	77,969	Efsaf 2.10



SUNDRIES

Compartment Battery Boxes



Note—Lead-covered Steel Brace for the Hold-down

Complete one-piece, non-breakable battery containers for automatic starting, lighting, and radio outfits. Made with a special compound (not hard rubber). Cannot be eaten by acid or become water soaked.

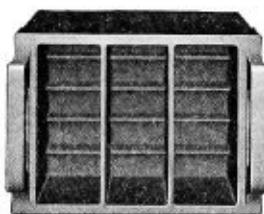
Build your batteries in these boxes, they'll look better, sell better and work better. The "B" series have the same cell size as "B" Jars and the "C" series the same as "C" Jars.

These boxes are divided by solid partitions into compartments, forming the cells. Bridges are formed at the bottom at the same time.

The rubber handle on these boxes is a part of the box itself and has been in successful use for more than a year. It removes all trouble with acid-eaten handles.

The hold-down is a lead-sleeve over a wire insert, having all the advantages of a wire handle but cannot be destroyed by acid.

Boxes have a re-inforcement extending diagonally down from the hold-down to the edge of the box, then extends about two inches around each side. This hold-down and re-inforcement is of distinct value, as it prevents the ends from bulging and re-inforces corners.



(Inside View of Box)

Number—Type of Box	—List— Price Each
611B—6 Volt 11 plate Medium.....	\$5.00
611C—6 Volt 11 plate High Type.....	5.00
613B—6 Volt 13 plate Medium.....	5.60
613C—6 Volt 13 plate High Type.....	5.60
127B—12 Volt 7 plate Medium.....	7.00
127C—12 Volt 7 plate High Type.....	7.00
B Type Boxes Take 4 1/2 in. Plates.	
C Type Boxes Take 5 1/2 in. Plates.	

"Uniseal" Battery Covers

To Be Used With Above Boxes



Gasket Type



Well Type

No.	Type	List Each
No. 7W	7 Plate or 84 Well Type.....	15c
No. 9W	9 Plate or 86 Well Type.....	16c
No. 11W	11 Plate or 88 Well Type.....	17c
No. 13W	13 Plate or 810 Well Type.....	19c
No. 7WC	7 Plate or 84 Crown Type.....	15c
No. 9WC	9 Plate or 86 Crown Type.....	16c
No. 11WC	11 Plate or 88 Crown Type.....	17c
No. 13G	13 Plate or 810 Gasket Type.....	19c
No. 7G	7 Plate or 84 Gasket Type.....	15c
No. 11G	11 Plate or 88 Gasket Type.....	17c
No. 13WC	13 Plate or 810 Crown Type.....	19c

Vent Plugs



Made in Standard sizes with the same good material as the boxes described above. Impervious to the action of heat and cold and not brittle as hard rubber. Made with or without Splash.

No. 625 With Splash, each.....	\$0.061
No. 550 Without Splash, each.....	.051

1923 Automobile Blue Books

America's Standard Road Guide Since 1901



From anywhere to everywhere this is the book that will guide you every mile. It will give you detailed running directions for every mile to any place that can be reached by automobile—tell you how far any place is and what the roads are like—where to stop, where to eat, where to get gasoline or repairs—point out the scenic and historic places en route—warn you of dangerous curves, grades and crossings ahead—give you every bit of information both before you start and after you're on your way to make your every trip a success.

The 1922 Automobile Blue Books average 1,200 pages, printed in clear type on strong, thin paper; profusely illustrated with large sectional and city maps; bound in "Royal Blue" flexible binding, stamped in gold. Size, 5 1/2 x 9 1/2 inches. Weight, around 2 pounds.

Entire Country in Four Volumes

Volume 1—New York and New England Automobile Blue Book.

Complete touring data on 65,000 miles of automobile roads in New York State, Connecticut, Massachusetts, New Hampshire, Rhode Island, Vermont, Maine, Quebec, Ontario and the Maritime Provinces of Canada, with extension routes into adjacent New Jersey, Pennsylvania and Ohio. (In 1921 this territory was covered by Vols. 1 and 2).

Volume, per copy\$3.00

Volume 2—Middle Atlantic and Southeastern Automobile Blue Book.

Complete touring data on 85,000 miles of automobile roads in Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, District of Columbia, Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida and Eastern Louisiana, with extension routes into adjacent New York State, Ohio and Kentucky. (In 1921 this territory was covered by Vols. 3 and 6).

Volume, per copy\$3.00

Volume 3—Middle Western Automobile Blue Book.

Complete touring data on 125,000 miles of automobile roads in Michigan, Ohio, Kentucky, Indiana, Illinois, Missouri, Iowa, Wisconsin and Minnesota, with extension routes into adjacent New York State, Pennsylvania, West Virginia and the Western States, as well as to Port Arthur and Winnipeg. (In 1921 this territory was covered by Vols. 4, 5 and 10).

Volume, per copy\$3.00

Volume 4—Western and Transcontinental Automobile Blue Book.

Complete touring data on 85,000 miles of automobile roads in Western United States and Canada, from North Dakota, South Dakota, Nebraska, Kansas, Oklahoma and Texas to the Pacific Coast and including Alberta, Saskatchewan, Manitoba and British Columbia, together with the main, heavy trunk lines to the Atlantic Coast for use of long distance and transcontinental tourists. (In 1921 this territory was covered by Vols. 7, 8, 9 and T).

Volume, per copy\$3.00



BOOKS AND SERVICE MANUALS

Standard Auto Electrician's Manual



This Manual contains all cars equipped with electrical systems from 1912 up to the present. The diagrams given out by manufacturers of the cars have been reduced from large blue prints, intended for the engineers, consequently the lines are very fine, usually accompanied by unnecessary mechanical drafting, complicated and hard to read.

The internal circuits of every unit, including relays, ignition coils, switches, etc., as well as the larger units are incorporated in each diagram. The units are arranged as they are actually on the car. The diagrams show the actual direction of winding of all field coils, direction of rotation of armatures.

Data is very complete. For example, for every standard equipment battery is also specified the make, type, voltage, grounding, starting capacity, lighting capacity, dimensions of box and type of terminals. This book also specifies "Motoring Freely" and "Lock Torque" tests on the generator in every case; the "Running Free" tests on all starters. The relay opening and closing both in R. P. M. and M. P. H., and the contact and core gaps. Voltage and C. P. of all bulbs and whether single or double contact.

The Manual is in loose leaf form, and is kept up-to-date by the additions of yearly supplements explained fully with each book.

G155, each \$17.50

"The Automobile Storage Battery"

Its Care and Repair



608 Pages
371 Illustrations

Completely revised and rewritten to conform to new and improved methods in building and repairing batteries.

A Practical Handbook on Storage Batteries. Gives in non-technical language the working principles, construction, operation, manufacture, maintenance and repair of lead-acid batteries used on the automobile. Describes at length all subjects which help any man build up a successful battery repair business. Also contains sections on Radio and Farm Lighting Batteries.

Will help solve all battery difficulties. Prepared so that it can be used as instant reference for specific information on different jobs. Recognized as the most complete and authoritative treatise on the automobile battery that has ever been published.

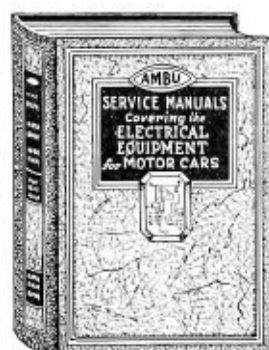
Gives complete information on what a storage battery is, how to take care of it, the tools required, the right shop equipment; in fact, everything a man should know to successfully operate a battery service station.

There are countless suggestions and ideas on such subjects as the manufacture of batteries, battery charging, lead burning, testing and examination of incoming batteries, battery overhauling, and battery shop business methods. Gives numerous short-cuts and supplies information that may be worth hundreds, perhaps thousands, of dollars to a man in a year's time.

It has 608 pages, printed on heavy enameled stock, with 371 illustrations. Bound in flexible leatherette binding.

No. BB, per copy \$5.00

Service Manuals



Combined External and Internal Wiring Diagrams.

Ready References on Starting and Lighting Systems Used on Automobiles

These Service Manuals furnish external and internal wiring diagrams, description, test and performance data on all standard electrical equipment of automobiles.

The External Wiring Diagrams are prepared so that each line is distinct, each unit placed in the same relative position it occupies on the car—the complete layout in each diagram represents practically an X-ray of each electrical system.

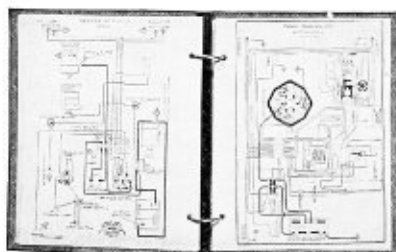
The Internal Wiring Diagrams are life-size illustrations of the internal circuits of generators, regulators and starting motors. With the Internal Diagram of each generator, the internal circuits of its regulator and complete charging circuit is also shown. Thus it is easy to check up the entire charging circuit.

The Car Equipment Tables of the Ambu Service Manuals show the name and model of each car, the standard make of equipment, type of generator, its regulation, and the page number of the internal and external wiring diagrams and description. Book also has Test Data, Battery Tables and Lamp Equipment Charts.

No. 1SM 1920-21 Service Manual, each \$5.75

No. 2SM 1918-19 Service Manual, each 5.75

Wiring Diagrams



Complete set consists of four volumes—1912 to and including 1922—in convenient loose leaf form. Easy to read, no symbols. Represent practically an X-ray of the electrical systems of automobiles.

The loose leaf feature permits of removing the diagrams desired for particular jobs. It isn't necessary to carry the entire binder, which makes them convenient to work with.

Volume 1—1912, 1913 and 1914 Models \$1.85

Volume 2—1915 and 1916 Models 2.45

Volume 3—1917, 1918 and 1919 Models 2.85

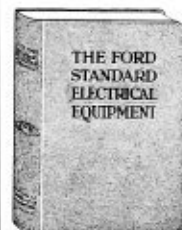
Volume 4—1920, 1921 and 1922 Models 3.45

Complete Set of Four Volumes, 1912 to 1923,

Only 10.00

"Ford Standard Electrical Equipment"

Ready Reference on Starting, Lighting and Ignition of Ford Cars



Explains in an easy-to-understand language the F. A. or Liberty Electrical System new standard equipment on the Ford car put out at the factory. Each unit is described in detail, and illustrated by external and internal diagrams as well as photographic reproductions. Tells how to test the starting motor, how to test and adjust the current output of the generator, etc. Printed on high grade enameled paper with flexible binding. 150 pages, 49 illustrations.

No. FB, per copy \$2.00



Gibson Storage Batteries

Specifications for some of the popular cars.

We can supply for any make. Give name and model of car, also if possible give voltage and amperage of old battery, also length, width and height:

Name	Year	Model	Type Battery	Name	Year	Model	Type Battery
Apperson	1914-17	All	6JS13W	Lexington	1916-17	6-0-16, 6-0-17	6JS13R
	1918-19-20-21	All	6JS11S		1916-17	6-N, 6-P	6JS13R-2
	1922-23	All	6JS13W		1918	All	6JS11S
Auburn	1916-17	6-40A	6JS13W		1919-22	All	6JS13S
		6-44		Liberty	1921-22	All	6JS13S
	1916-17-18	6-38, 4-38	6JS11R	Lincoln	1921-22	All	6JS19R-2-3
	1920-21	6-39	6JS11S	Locomobile	1920-22	M-48	6JS17S
Buick	1914-15	All	6JS13R-2	Maibohm	1918-22	All	6JS11S
	1916	D-44, 45, 46,		Marmon	1915-17	All	12JS9W
		47	6JS11R		1918-19	34	6JS15R
	1916	D-54, 55	6JS13R		1920	34	6JS11S
		D-6-44, 45,			1921-22	34	6JS17S
	1917-18	46, 47	6JS11R	Maxwell	1915-19	25	12JS7W
		E-6-45, 49			1920-23	All	6JS13W
	1919	H series	6JS13R	Mitchell	1917-20	All	6JS11S
	1920	All	6JS13S		1921-22	All	6JS13S
	1921	All	6JS13R	Moon	1917-21	All	6JS13R
	1922	Four	6JS11R		1922	6-48	6JS11R
	1922	Six	6JS13R	Nash	1917-18	681-2-3-4-5-6-7	
Cadillac	1914-20 inc.	All	6JS13C-2		1918		6JS11S
	1921-22	59-61	6JS19R-2		1919	671	6JS13S
Chalmers	1914-15	All	18JS9A-5		1920	All	6JS13S
	1916-19	All	6JS13R-7		1921-22	Six	6JS13S
	1920-23 inc.	All	6JS13R		1922	Four	6JS11S
Chandler	1918-23	All	6JS13R	National	1918-22	All	6JS15R-2
Chevrolet	1916-17-19	490	6JS11R	Oakland	1917-19	All	6JS11R
	1917-18	D Ser.	6JS15R-2		1920-22	34-C	6JS13R
	1917-22 inc.	Baby Grand	6JS13R	Oldsmobile	1916-20	All	6JS11S
	1919-20-21-22	490	6JS11S		1921-22	All	6JS13R
	1923	Superior	*6JS9S	Overland	1915-16-17-18-19	80-81-82-83-86, 85-4, 85-6, 89-6.	
Cleveland	1919-23 inc.	All	6JS11R		1916-17-18-19	75-90	6JS13W-2
Cole	1918-20 inc.	All	6JS13B		1920-23	Light 4, M-91	6JS11R
	1921-22	All	6JS15S	Packard	1914-23	Twin Six	6JS19W
Dodge	1915-17 inc.	All	12JS7R		1921-23	Light Six	6JS13S
	1918-23 inc.	All	12JS7S	Paige Detroit	1916-22	All	6JS13S
Dort	1918-22 inc.	All	6JS11S	Peerless	1916-22	All	6JS15S
Durant	1921	All	6JS11R	Pierce Arrow	1916-22	All	6JS17S-7
	1922	Six	6JS13R	Reo	1916-22	All	6JS13S
	1922	Four	6JS11R	Rolls-Royce	1916-21	All	12JS9W
Essex	1919-21	All	6JS13R		1922	All	12JS11R
	1922	All	6JS11R	Star	1922	All	6JS11R
Ford	1919-23 inc.	All	6JS11R	Stephens	1916-19	All	6JS11S
Franklin	1917-22	All	12JS7S		1920	84-80	6JS13R
Gardner	1921-22	All	6JS11R		1921-22	All	6JS13S
Grant	1921-22	All	6JS13R	Studebaker	1916-20	All	6JS13S
Gray	1922	All	6JS11S		1921-22	EG-EH	6JS13S
Haynes	1917-20	All	6JS13S		1921-22	Light Six	6JS11S
	1921-22	All	6JS15S	Stutz	1917-21	All	6JS15S
H. C. S.	1921-22	All	6JS13S		1922-23	K and L	6JS15S-2
Hudson	1915-22 inc.	All	6JS13R	Velie	1917-19	37-39	6JS13S
Hupmobile	1918-21 inc.	All	6JS11S		1920-22	6-34, 38, 58	6JS11S
	1922	All	6JS13S		1920-22	48	6JS13S
Jordan	1916-22	All	6JS13S	Willys-Knight	1916-19	All	6JS15R-2
Kissell	1917-18-19	All	6JS11S		1920-23	20	6JS17S
	1920-22	All	6JS13S				

*This Type fits Chevrolet battery cradle. We recommend Type 6JS11S mounted on running board with our 108 F B S Steel Battery Box.



STORAGE BATTERIES

GIBSON STORAGE BATTERIES



6 Volt



12 Volt

FOR ALL POPULAR MAKES OF CARS

The Gibson Battery is built to our own specifications by one of the largest manufacturers of storage batteries. It is made of the highest quality materials throughout by competent workmen under ideal conditions.

The Gibson Battery expresses our confidence in the ability of the car dealer, the garage owner or accessory store proprietor to merchandise any part or accessory for the motor car. Being built as a replacement battery the Gibson Battery is not manufactured as cheaply as possible in order to successfully compete for original car equipment. It also does not carry the burden of an extensive national advertising campaign and therefore all of its cost of manufacture is composed of exceptionally high grade materials and workmanship.

We are confident that this battery, by its unfaltering performance in the hands of the car owner, will rapidly establish its reputation in your territory and make every owner a booster. We guarantee it to be free from defects of material and workmanship.

In ordering kindly advise the make, year and model of car in order that proper terminals can be supplied. Gibson batteries are shipped fully charged and with terminals at the above prices. They can be shipped dry if desired.

Type	Length	Width	Height	List Price	Type	Length	Width	Height	List Price
6 Volt					6JS15S	12	7-5/16	9-3/4	44.60
6GR9W	7-1/2	7-3/8	7-3/8	\$16.50	6JS15S-2	20-1/8	4-9/16	9-3/4	45.70
*6JS11W	9-3/8	7-5/16	8-7/8	22.65	6JS17S	13-5/16	7-5/16	9-3/4	49.85
6JS13W	10-11/16	7-5/16	8-7/8	28.30	6JS17S-7	11-1/4	8-13/16	9-1/8	51.00
6JS13W-2	20-1/8	4-1/8	8-7/8	28.85	6JS13B	10-9/16	7-5/16	10-1/2	44.20
6JS10W	14-5/8	7-5/16	8-7/8	45.75	6JS13C-2	17-7/8	5-5/16	11-3/4	56.50
6JS11R	9-3/8	7-5/16	9-1/8	28.00	12 Volt				
6JS13R	10-11/16	7-5/16	9-1/8	33.00	12JS7W	12-1/16	7-5/16	8-7/8	36.45
6JS13R-2	20-1/8	4-1/8	9-1/8	34.10	12JS9W	11-11/16	7-5/16	8-7/8	50.15
6JS13R-7	10-3/4	7-5/16	9-1/8	34.10	12JS7R	12-1/16	7-5/16	9-1/8	38.05
6JS15R	14-5/8	8-3/8	9-1/8	40.65	12JS7S	12-1/16	7-5/16	9-3/4	46.10
6JS15R-2	20-1/8	4-9/16	9-1/8	41.75	18 Volt				
6JS10R-2	20-1/8	5-7/16	9-1/8	51.30	18JS9A-5	15-7/16	7-11/16	10-3/8	74.75
6JS9S	8-1/8	7-5/16	9-3/4	28.80					
6JS11S	9-3/8	7-5/16	9-3/4	34.75					
6JS13S	10-11/16	7-5/16	9-3/4	40.37					

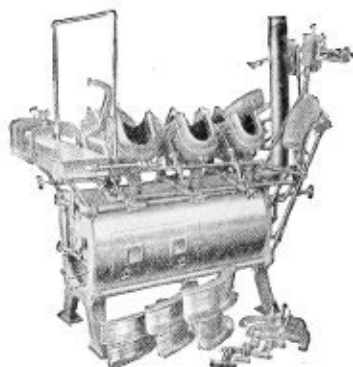
‡ Radio Special.

* Ford Special.



VULCANIZING EQUIPMENT

Shop Vulcanizer

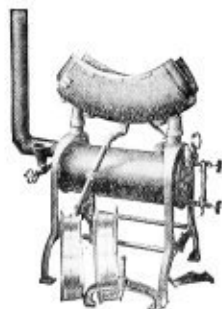


Model S No. 11

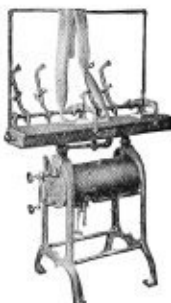
A complete and compact plant for handling large quantities of tube and casing repairs by both the sectional and the wrapped tread methods. Includes three 1-5 circle molds for sectional repairs in cord and fabric tires from 3 to 5½ inch, six sets of bead molds for SS and clincher tires, two sizes of inside and outside casing forms for the wrapped tread method, tread wrapping tape, machined tube plate 8x36 inches with six clamps and blocks, all mounted on boiler complete with fittings and ready to operate. All moulds accurately machined, not merely rough castings with the high spots ground off. Steam supply and drainage carried through separate pipes to all molds, any of which can be heated alone. The specially designed boiler is drawn seamless from one piece of rolled steel boiler plate. There is not a joint, bolt, rivet, or weld in it. Quick steaming and absolutely safe. Tested to 200 lbs., which is about four times working pressure.

Model S, No. 11, with gas burner.....\$500.00
(For gasoline or kerosene burner and 8 gallon pressure tank add \$18.75 to list price.)

Separate Units



Series Y



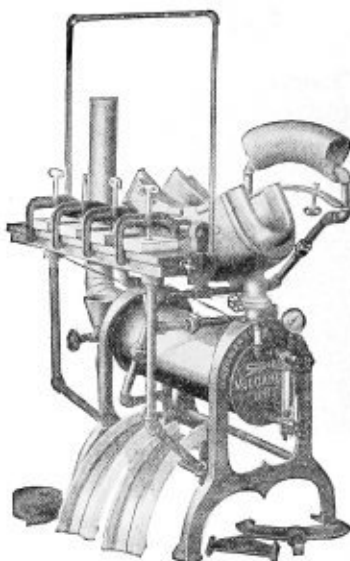
No. BT-6

SERIES U—Consists of 1-5 circle molds with cast legs, two sets bead molds, and clamps for attachment to existing steam line.

SERIES Y—Consists of sectional molds as above mounted on individual steam generators.

3 — 3½ in. No. U-3 .. \$ 85.00	No. Y-203 .. \$115.00
3½—4 in. No. U-3½ .. 90.00	No. Y-203½ .. 120.00
4 — 4½ in. No. U-4 .. 95.00	No. Y-204 .. 125.00
5 — 5½ in. No. U-5 .. 105.00	No. Y-205 .. 135.00

Shop Vulcanizer



Special Combinations

This model is designed to meet the requirements of shops which have a large proportion of their work on one or two sizes of tires. It consists of sectional mold, bead molds for clincher and SS casings, form for curing inside of casings and 5x24 inch tube plate with four clamps. These units are mounted on the No. 1 boiler, which like the boiler furnished on the Type S plants is drawn seamless from heavy steel and is complete with all fittings, ready to operate. All classes of tube and casing repairs can be made with this model.

3-3½ No. PYT-403 .. \$150.00	No. YT-503 .. \$125.00
3½-4 No. PYT-403½ .. 155.00	No. YT-503½ .. 130.00
4-4½ No. PYT-404 .. 160.00	No. YT-504 .. 135.00
5-5½ No. PYT-405 .. 170.00	No. YT-505 .. 145.00

Series T—Tube Plates

No. T-4, 5x24 inch machined tube plate, four clamps and blocks, and tube rack (designed to be attached to existing steam line.) Same as on No. 21.....\$25.00

No. T-6, 8x36 inch machined tube plate, 6 clamps and blocks, tube rack, cast legs as on Series U (for attaching to existing steam line). Price\$60.00

No. BT-6. Same as No. T-6 except equipped with No. 1 boiler as illustrated in next column, gas burner. Price\$110.00

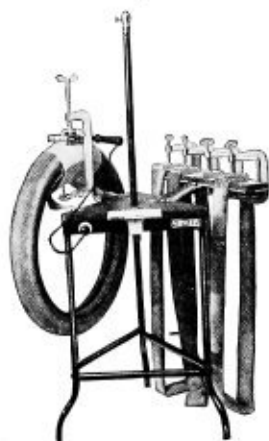
NOTE—Prices above and on Series Y, include gas burner. For kerosene burner or gasoline burner and 8 gallon pressure tank add \$10 to list price.

If you do not find just the Vulcanizer for your requirements write us for a special vulcanizing catalog.



VULCANIZING EQUIPMENT

Electric Shop Vulcanizer



Type Ace No. 101

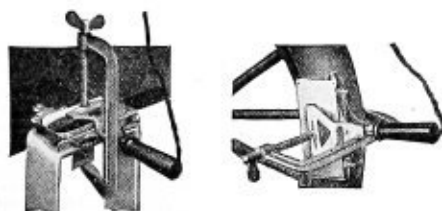
Consists of the three complete units, Types A, C and E, mounted on a strong tubular stand. It does the same perfect work and has the same capacity as steam plant No. NPR-41. Temperature of each unit controlled automatically.

The inside casing form and the tube-plate are attached to the stand and have switches to permit heating separately. The outside casing form has a conducting cord and plug which fits a socket in the stand or any lamp socket when work is done elsewhere on inflated tires. All wiring is complete in the stand and connection is made to the city current through a plug at the top of the upright standard by an extension cord to any lamp socket. No special wiring needed as current consumption is less than an electric flat iron. Shipping weight 115 lbs. Specify voltage of city current.

Type Ace No. 101 for Alt. Current.....\$75.00

For rheostat controlled D. C. equipment add \$10.00 to list price.

Combination Outside Casing Form and Tube Plate

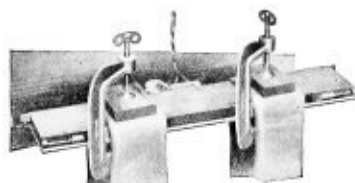


Type A No. 61

One face mends rim cuts, another large tread repairs. Also mends one or two tubes at a time. Temperature controlled automatically by thermostat. Fits any size tire and mends cuts, etc., while inflated on rim. Supplied with tube shelf, thermometer, conducting cord and plug, and illustrated instructions. See description of Type D No. 83. Wt. 15 lbs. Polished nickel. Works on A. C. or D. C.

Type A No. 61\$16.00

Electric Tube Plate



Type E No. 91

Attaches to edge of any workbench. Heats from city lighting current. Same capacity as Type L No. 40, that is, it will handle from one to four tubes at a time. Temperature regulated automatically, cannot burn a tire. Machined vulcanizing surface 4 1/2 x 24 inches. Polished nickel finish. Consumes 200 watts per hour so no special wiring required. Equipped with 4 clamps and blocks, 2 thermometers, cord and plug. Wt. 40 lbs.

Type E No. 91 for Alt. Current.....\$30.00

For Rheostat controlled D. C. model add \$5. list.

5-Minute Vulcanizer



Type M No. 5

Dealers should tell every motorist how this inexpensive outfit vulcanizes tube punctures in five minutes, making permanent repairs far superior to any "stuck-on" patch. Also repairs rubber boots, water bottles, gloves, etc. Heat is furnished by a non-flaming chemical fuel. Each of the twelve Patch-&-Heat Units that come with the outfit consists of the solid fuel in a metal pan to the bottom of which is attached the raw rubber patch. This Unit is clamped over the puncture and the fuel lighted. In five minutes the repair is vulcanized to outlast the tube, and moulded to a feather edge that will not loosen. Only the patch is heated—no danger of overcuring. Anyone can use it anywhere as quickly as sticking on a temporary patch. Each outfit includes nickel plated vulcanizer and twelve Units (6 Round and 6 Oblong) packed in a display box. Wt. 1 lb. 12 outfits in carton.

Type M. No. 5, with 12 Patch-&-Heat Units.....\$1.50

5-Minute Patch and Heat Units

The average user buys several packages each season as they are used not only on tires but on other rubber articles. Few accessories produce such a continuous resale. Packed 12 of a size in air tight boxes, one dozen boxes in a carton.

No. M6 Round Patch-&-Heat Units, 1 1/2 in. diameter, per box of 1275c

No. M7 Oblong Patch-&-Heat Units, 2 1/2 x 1 1/2 in., per box of 1275c



VULCANIZING EQUIPMENT—Continued

Shaler Five-Minute Garage Vulcanizer



This new Shaler Vulcanizer meets the demand for an outfit to use the convenient Shaler Patch-&Heat Units in a commercial way. It uses the standard sizes of Shaler Patches and in addition mends much larger cuts with the new four-inch Ex-Long Patches. Makes four repairs at one time in five minutes.

This vulcanizer practically costs the repairman nothing, because with it are included free an assortment of enough patches to pay for the whole outfit if they bring in an average of only 25 cents each. It should easily pay for itself in the first two days.

Additional supplies of patches are available in garage quantities at a very moderate price.

No. M4—Shaler 5-Minute Garage Vulcanizer, each\$10.00

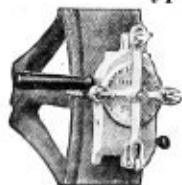
Patch and Heat Units

No. G6—Round Patch-&Heat Units, 1½-inch (sealed package of 50), package\$3.00

No. G7—Oblong Units, 1½x2½-inch (sealed package of 50), package 3.00

No. G8—Ex-Long Units, 1½x4-inch (sealed package of 25), package 2.50

Type G No. 32—Vul-Kit



Repairing Casing



Repairing Tube

Every motorist needs this vulcanizer to repair casing cuts before dirt and water get in to rot the fabric. A 3½x4 inch curved surface mends cuts, sandpockets, etc., in all sized casings without removing tire from wheel or letting out the air. Another machined flat surface mends all tube injuries, curing clear through and making repairs of any size. Heat is produced by a non-spillable lamp burning gasoline without dangerous exposed blaze or smoke. No watching or regulating as heat is regulated by using a measured charge of fuel. Convenient size to carry in car. Furnished complete with repair rubber cement, clamp for casing, fuel measure, and full instructions. Polished nickel. Wt. 4½ lbs. One dozen in carton.

Type G No. 32 Vul-Kit\$3.50

Type H No. 33—Ford-Kit

Operates on same principle as the Vul-Kit, but designed to fit 3 and 3½ inch tires. A great seller among owners of Fords and other small cars. Wt. 4½ lbs. One dozen in a carton.

Type H No. 33 Ford-Kit\$2.75

Home Garage Model

Heats From City Lighting Current. Thermostat Heat Control



Repairing Tire



Repairing Tube

Handles every kind of tube or casing work that the average motorist will care to undertake. Tube and casing surfaces are 3½x7 inches. Thermostat heat controlled.

One or two tubes can be mended at a time. Outfit includes tube-shelf, ten-foot conducting cord, thermometer, repair material and illustrated instructions. Current consumption 70 watts. Weight, 13 lbs. Polished nickel. For either D. C. or A. C.

No. D83, each\$15.00

When ordering be sure to specify voltage.

Special Vulcanizing Tools



ASSORTMENT No. 20. List Price \$10.00

Complete in Box—Illustrated Above

- | | |
|---|--------|
| 1 Rubber Roughener, 8-in. tempered steel..... | \$.45 |
| 2 Casing Scraper, 12-in. hand forged..... | .45 |
| 3 Roller, 1½x1½-in., steel, ball bearing..... | 1.25 |
| 4 Stitcher, 1½-in., tooth edge, ball bearing..... | 1.25 |
| 5 Bevel End Cutting Knife, 4-in..... | .40 |
| 6 Square Rubber Knife, 4x1-inch..... | .40 |
| 7 Square Rubber Knife, 6x1-inch..... | .45 |
| 8 Notched Fabric Knife, 2-inch..... | .50 |
| 9 Notched Fabric Knife, 4-inch..... | .60 |
| 10 Hawk Bill Notched Knife, 2½-inch..... | .60 |
| 11 Lining Probe for loose fabric, 10-in. blade..... | .60 |
| 12 Rubber Probe, 7-in. round steel point..... | .20 |
| 13 Wire Brush, Extra Heavy Shoe Handle..... | .45 |
| 14 Wire Brush, Extra Heavy Flat Back..... | .60 |
| 15 Cement Brush, 1-inch, Bristles in Rubber..... | .25 |
| 16 Cement Brush, 2-inch, Bristles in Rubber..... | .45 |
| 17 Plug Pliers, 4½-inch, Bernard's Patent..... | .35 |
| 18 Fabric Pincers, 5-inch..... | .60 |
| 19 Shear Snips, 8-inch Crucible Steel..... | .75 |
| 20 Sharpening Stone, 8x1½-inch square..... | .30 |
| Total value if purchased separately, \$10.90. Complete assortment lists at \$10.00. | |

ASSORTMENT No. 8. List Price \$4.00

Items Illustrated Above

- | | |
|---|--------|
| 1 Rubber Roughener..... | \$.45 |
| 3P Roller, Plain Bearing, 1½x1½-inch..... | .90 |
| 4P Stitcher, Plain Bearing, 1½-inch..... | .90 |
| 5 Bevel End Cutting Knife..... | .40 |
| 12 Rubber Probe, 7-inch round steel point..... | .20 |
| 15 Cement Brush, 1-inch, Bristles in Rubber..... | .25 |
| 17 Plug Pliers, 4½-inch, Bernard's Patent..... | .35 |
| 18 Shear Snips, 8-inch, Crucible Steel..... | .75 |
| Total value if purchased separately, \$4.20. Complete assortment lists at \$4.00. | |



VULCANIZING EQUIPMENT—Continued

Large Smooth Stitcher



Very useful in building up blowouts and rim cuts.
No. 298, each.....\$1.00
No. 298A, ball bearing, each.....1.50

Bent Trimmers



For vulcanizing and top material work.
No. 20W, 10-inch.....\$3.00
No. 20, 12-inch, full length.....2.00

Double Handle Porcupine Roller

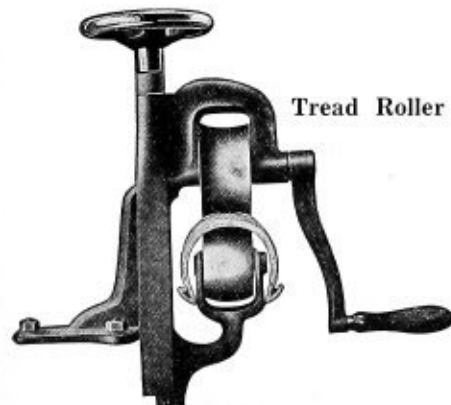


No. 297A, each.....\$6.00

Rubber Roughener



Just the thing to roughen up the parts that want to be prepared before applying cement.
No. 296, leather backing, each.....\$0.75
No. 0, canvas backing, each......20



Tread Roller

The Tread Roller is one of the most essential tools of vulcanizing equipment. It is used for rolling down the fabric and raw rubber in making sectional repairs, retreading, double treading and in fact any repair on the tire.

No. 56, each.....\$20.00

Miller's Fabric Hook



Especially designed for stripping old fabric from tires.

No. 299, each.....\$0.50

Tire Testing Tank



A great convenience to every user of the electric vulcanizer and a necessity to every garage for locating small leaks. Note rod which supports the tube, allowing free use of both hands. This rod slides in a brass clamp, thus being adjustable to different size tire tubes.

The rod is easily removed and packed inside the pan for shipping. Size of complete outfit: 30 in. long by 6 in. wide by 8 in. deep.

No. 1, each.....\$5.50

Combination Tape Wrapper and Tube Deflator

Will deflate the average size tube in half a minute. Can also be used for wrapping tape for inside vulcanizers on retreading, rebuilding or double treading. Weight, 12 pounds.

No. 225, each.....\$4.00

Tube Splicers

These Tube Splicers are nickel-plated and very practical. This same splicer is used in manufacture of new tubes.

No.	Size	Price	No.	Size	Price
89-2	1/2 inch.....	\$0.30	93-4	1/2 inch.....	\$0.70
90-3	1/2 inch.....	.40	94-5	1/2 inch.....	.80
91-3	1/2 inch.....	.50	95-5	1/2 inch.....	.90
92-4	1/2 inch.....	.60	96-6	1/2 inch.....	1.00

Air Bags

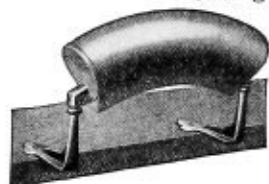


No.	Sizes	Inches	Price
245	3	x15, Sectional Auto.....	\$3.00
246	3 1/2	x15, Sectional Auto.....	3.20
247	3 1/2	x15, Sectional Auto.....	3.35
248	4	x15, Sectional Auto.....	3.50
249	4 1/2	x15, Sectional Auto.....	3.85
250	5	x15, Sectional Auto.....	4.20
251	5 1/2	x15, Sectional Auto.....	4.65
245-B	3	x27, Retread, 1-4 Circle.....	7.90
247-B	3 1/2	x27, Retread, 1-4 Circle.....	8.90
248-B	4	x27, Retread, 1-4 Circle.....	9.75
249-B	4 1/2	x27, Retread, 1-4 Circle.....	10.50
250-B	5	x27, Retread, 1-4 Circle.....	11.40
245-D	3	x33, Retread, 1-3 Circle.....	9.55
247-D	3 1/2	x33, Retread, 1-3 Circle.....	10.10
248-D	4	x33, Retread, 1-3 Circle.....	10.70
249-D	4 1/2	x33, Retread, 1-3 Circle.....	11.25
250-D	5	x33, Retread, 1-3 Circle.....	11.75
245-X	30	x3, Full Circle, Endless.....	10.00
247-X	30	x3 1/2, Full Circle, Endless.....	12.50
248-X	31	x4, Full Circle, Endless.....	13.50
248-Y	32	x4, Full Circle, Endless.....	14.00
248-Z	33	x4, Full Circle, Endless.....	14.75
248-V	34	x4, Full Circle, Endless.....	15.50
249-Z	34	x4 1/2, Full Circle, Endless.....	16.50
250-Y	35	x5, Full Circle, Endless.....	17.25
			20.00



VULCANIZING EQUIPMENT—Continued

Casing Mandrel



A casing form for holding tires in convenient position while preparing repairs and mending superficial cuts. Brackets included.

Each\$2.50

Tire Spreader



Gives nine adjustments, by $\frac{1}{2}$ inch steps up to 9 inches, so that any size tire can be held in the most convenient position. Nickel-plated.

Price per dozen\$1.80

Vulcanizing Thermometers



3 inch as furnished with Types A, D, E, and Ace\$0.75
5 inch as furnished with Type C 1.00

Vulcanizing Cement



Compounded especially for use with Para Rubber. It is put up in friction top, air-tight cans.

$\frac{1}{2}$ Pint .....\$0.20	1 Quart .....\$0.60
$\frac{1}{2}$ Pint ..... .30	$\frac{1}{2}$ Gallon 1.00
1 Pint ..... .49	1 Gallon 2.00

Vul-Kit Quick-Cure Repair Material

When your customers want repair rubber to use with a Vul-Kit or other small gasoline vulcanizer be sure to specify "Quick-Cure" stock.

Para, square foot .....\$0.50
Para, $\frac{1}{2}$ square foot ..... .30
Wax Paper for 200 repairs ..... .10
No. 1 Assortment—Para, 50 cents; Cement, 15 cents; Wax Paper, 10 cents ..... .75
No. 2 Assortment—Para, 70 cents; Cement, 20 cents; Wax Paper, 10 cents 1.00

These assortments are put up complete in heavy screw-top containers.

Vulcanizing Rubber

	5-lb. Roll
Para Rubber .....\$5.00	
Para Rubber, thin 5.50	
Tread Stock 4.50	
Para, one side cured 6.00	

The Tread Stock regularly supplied cures dark gray.

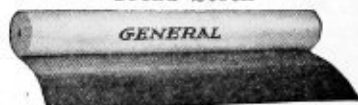
Para Rubber



Supplied in Air-Tight Tubes for Retailing to Motorists

Para Rubber, per square foot .....\$0.50
Para Rubber, thin, per square foot ..... .40
Tread Stock, per square foot ..... .50
Para, one side cured, per square foot ..... .50
Wax Paper (Sufficient for 1,000 repairs) per box ..... .25

Tread Stock



Each

No. R25—Black Tread Stock, 1/16-inch, 1-lb. cartons .....\$1.70
No. R25—Black Tread Stock, 1/16-inch, 10-lb. rolls, 36 inches wide 1.60

May also be had in 25, 50 or 100-lb. rolls.

All-in-One Camelback

The camelback, breaker, cushion and cousin stock are built up complete in one unit. Four standard widths—3 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6 and 9 $\frac{1}{2}$ -inch—each in 25-pound reels only.

	Per lb.
All-in-One Camelback, retread, 3 $\frac{1}{2}$ -inch .....\$1.80	
All-in-One Camelback, retread, 4 $\frac{1}{2}$ -inch 1.80	
All-in-One Camelback, retread, 6-inch 1.80	
All-in-One Camelback, retread, 9-inch 1.80	

Cushion Stock



Per lb.

No. R65—Cushion Stock, 1/32, 1-lb. carton .....\$2.10
No. R65—Cushion Stock, 1/32, 10-lb. roll 2.00
No. R65—Cushion Stock, 1/32, 25-lb. roll 2.00

Breaker Stock

Per lb.

No. R12—Breaker Fabric, 1-lb. cartons .....\$2.90
No. R12—Breaker Fabric, 10-lb. rolls 2.70
No. R12—Breaker Fabric, 25-lb. rolls 2.70
10 and 25-lb. rolls are 40 inches wide.
No. R13—Repair Fabric, 1-lb. cartons .....\$3.50
No. R13—Repair Fabric, 10-lb. rolls 3.20
No. R13—Repair Fabric, 25-lb. rolls 3.00
No. R13—Repair Fabric, 50-lb. rolls 3.00
10, 25 and 50-lb. rolls are 48 inches wide.

Combination Tube Stock

Per lb.

No. R45—Combination Tube Stock, 1-lb. cartons, 1/16 gauge .....\$2.40
No. R45—Combination Tube Stock, 5-lb. rolls 2.20
May also be had in 10 and 25-lb. rolls, 27 in. wide. . 2.20
No. R35—Quick Cure Tube Stock, 1/16, in 1-lb. cartons 2.10
May also be had in 5, 10 and 25-lb. rolls, 18 inches wide 1.90

Blow-Out Canvas

Para Coated both sides, per square foot .....\$0.50
Para Coated one side, per square foot ..... .45
Packed 4 square feet in air-tight tube.

Binding Tape

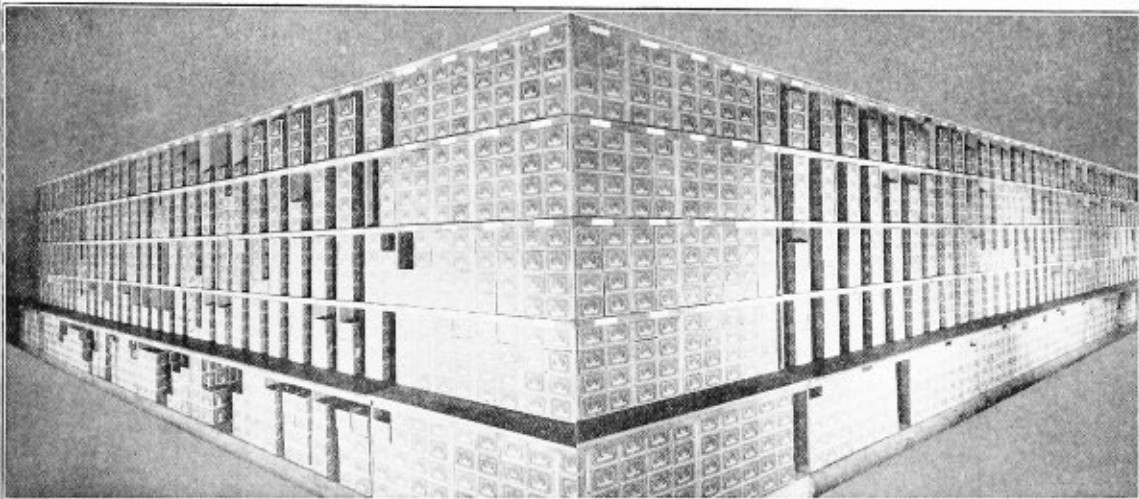
25-foot roll for wrapping treads .....\$0.85
--

Bead Strips

Rubber Bead Strips, per pair .....\$0.60
--



Replacement Parts



A view of part of our stock of Gibson Piston Rings. This is only one of dozens of similar sections in our Replacement Parts Division where we stock parts of all cars.

GIBSON QUALITY REPLACEMENT PARTS

IT IS NOW possible for Manufacturers, Dealers, Repairmen and others engaged in the automotive industry to secure from us dependable, quality, replacement parts for practically all makes of automobiles.

In many cases we can supply the same parts that are used by various automobile manufacturers, as few if any of them make all of the parts entering into the construction of their cars, and they purchase material from parts manufacturers who also supply a portion of our requirements.

In other cases these parts are made for us to factory specifications by parts manufacturers specializing in certain particular parts.

In every case, however, we guarantee that all replacement parts supplied by us will properly fit, and are at least as good in quality and in many cases better than parts supplied by car manufacturers. Any defective material will be replaced without charge.

Our lists are right and our discounts attractive, and in practically every case a great saving can be made from manufacturers' prices.

The convenience of being able to secure all your requirements from one source will be greatly appreciated by the trade.

Our stock is large and complete and the service is everything to be desired. We are adding items almost daily so if you do not find what you want listed, write us about it.

In every community there is a wide field for dealers to specialize on replacement parts. We have an especially attractive proposition on Gibson Service Stocks. Write for information.

SERVICE STOCKS OF REPLACEMENT PARTS

If you don't find what you want listed in our catalog—wire or write us.



Gibson Service Stocks

EVERY Dealer who has a Service Stock of Gibson Replacement Parts will do a wonderful business. The initial investment required is not large, but the opportunities for turnover and profit are most attractive. Local Dealers and Garagemen consider Gibson Service Stocks as a welcome source of supply for parts needed immediately for repair work already in their shops.

For the convenience of our trade we have worked out several Suggested Assortments. Purchasers have the option of changing these assortments to meet their local requirements.

SUGGESTED SERVICE STOCK ASSORTMENTS OF GIBSON PISTON RINGS

If the quantities or sizes of any particular ring do not meet your requirements substitutions may be made in either the 108, 504, or 1008 assortments.

Size	Popular Cars	108 Assortment	504 Assortment	1008 Assortment	Size	Popular Cars	108 Assortment	504 Assortment	1008 Assortment
2-13/16x3/16	Oakland-Olds 6	12	24	36	3-7/8x3/16	Dodge, Studebaker, Du- rant, Etc.	12	36	96
2-7/8x3/16	Olds 8, Duesenberg.....	..	12	12	4x3/16	Lincoln, Northway, Wis- consin Motors .....	..	12	12
3x3/16	Cleveland .....	..	12	12	4x1/4	G. M. C. Truck, Fordson Tractor	12	24	36
3-1/8x3/16	Cont. Motor, Studebaker, Paige, Cadillac	12	24	48	4-1/8x1/4	Cont. Motors .....	..	12	12
3-1/4x3/16	Cont. Motor. Hupmobile, Durant, Chalmers, Nash 6, Etc.....	12	24	48	4-1/4x1/4	G. M. C. Truck, White Truck .....	..	12	12
3-3/8x3/16	Buick, Overland, Essex, Nash 4	12	48	120	4-1/2x1/4	Locomobile, Packard, Mc- Farlan .....	..	12	12
3-1/2x3/16	Cont. Motor, Hudson, Studebaker, D o r t, Chandler, Etc.	12	48	120	3-3/4x1/4	Ford, Cole, Kelly Trucks.	12	84	228
3-5/8x3/16	Maxwell, Willys-Knight, Etc. ....	..	24	48	3-3/8x1/8	Essex, Lincoln, Packard.	..	12	24
3-11/16x3/16	Chevrolet	12	48	72	3-1/2x1/8	Hudson, Chalmers .....	..	12	24
3-3/4x3/16	Cont. Motor, Buda Motor ..	12	12		3-5/8x1/8	Maxwell .....	..	12	24
					Totals		108	504	1008

SUGGESTED OVERSIZE ON ABOVE ASSORTMENTS

108 asst. All .005 oversize.

504 asst. Asst. .0025, .005, .010.

1008 asst. Asst. oversize up to .020.

Repair men and accessory dealers will generally desire .0025 or .005 oversize.

Regrinder will generally desire larger oversizes.

Oversizes in stock Std. .0025, .005, .010, .015, .020, .031, .040, .050.

Other oversizes on special order.



SUGGESTED SERVICE STOCK LISTS

Gibson Pistons

APPROXIMATE LIST VALUE \$400.00

Quantity	Parts No.	Car	Model
8	112	Ford, complete	All
6	117 D	Oakland	34B, 34C, 1918-20
6	117 D	Oldsmobile	37, 37A, 1918-20
6	114	Hudson	Super Six, 1916-20
12	103	Buick	E-35 to E-50, K-44-50
8	110	Dodge	All
8	109	Chevrolet	490F, FA, FB and Baby Grand
4	123	Overland	90 and 90B, 1917-19
8	125	Overland	Baby, 1920
8	115	Maxwell	1914-20
6	148	Continental	6A, 6H, 6N, 7D, 7H, 80
6	146	Continental 7W	7K, SW, 7W
6	147	Continental 7R	7R
6	129	Studebaker	Special Six
6	214	Studebaker	Light Six
6	249	Studebaker	Big Six
6	154	Nash	6-816-87, 1918-20
4	177	Essex	All, 1919-20

Gibson Bearings

APPROXIMATE LIST VALUE \$190.00

Qty.	Stock No.	Car and Motor	Connecting Rod Bearing
4	6195B	Buda	HU, IU, HTU, ITU, ETU
6	6290	Buick	D-45-47, 1916-17; D-44-46, 1916-17; D-49, 1916
6	6710	Buick	E, H and K, 1918-19-20
6	6220	Chandler	New Series 6, 1917-21
4	6125	Chevrolet	490, 1916-22 and G, $\frac{3}{4}$ ton, 1920-22
4	6110B	Chevrolet	Baby Grand, Northway, 12 TA
6	6100	Continental	7W, 7K
4	6120B	Continental	N, 8N, N $\frac{3}{4}$
6	6155	Continental	6A, 6H, 7H, 6AG, 8H
6	6240B	Continental	7N, 7D
6	6250B	Continental	9N
6	6270B	Continental	7R, 6S
4	6280B	Continental	C4
4	6345B	Dodge	4, 1918-22
4	6350B	Dodge	4, Up to 1918
4	6315B	Essex	A, 1918-21
6	6045B	Haynes	33, 34, 35, 36, 37, 1917; 38, 39, 1918; 45, 1919; 47, 1920-21; 50-55, 1919-22
6	6320B	Hudson	Super Six, 1917-21
4	6335B	Hupp	R-RR-RK-RQ, 1917-21
4	6060	Lycoming	DU, L, Dort-Gardner
6	6295	Lycoming	K-KA-KB-KM
4	6520	Maxwell	25, All Models
6	6595	Mitchell	C-42, E-42, F-40, F-42, D-40-6, 16, 1917-19, Light 6
6	6260	Northway	107, 108, 109, 1916-17
6	6515	Northway	110, 111
4	6205	Overland	50-51-59-60, 1914-17; 69-81, 1913-15; 79-80-83-85, 1914-17
4	6210	Overland	90-75B, 1917, 75-90B
4	6215	Overland	M-4, 1919-22
6	6245	Rutenber	23-25

Gibson Piston Pins

APPROXIMATE LIST VALUE \$275.00

Qty.	Our Part No.	No. Cyls.	Car and Motor	Year and Model
6	1	6	Cont. 7W, Auburn, Columbia, Empire, Overland, Lexington, Jordan, Moon, etc.	
6	2	6	Cont. 7N, Case, Jordan, Lexington, Davis, Overland, Westcott, Moon	
12	3	6	Oakland and Oldsmobile	
12	4	6	Oakland and Oldsmobile	
8	5	4	Overland	83-85, 4-79-80-69-81
8	6	4	Overland	90
4	7	4	Overland	75B
16	8	4	Overland	4
4	9	4	Willys-Knight	84-88, 4
24	11	4	Ford	All Models
16	13	4	Dodge	All Models
12	14	6	Studebaker	SH and EH
12	15	6	Studebaker	SF and ED
12	112	6	Studebaker	Light 6, 1920-22
6	16	6	Falls Motor, Grant, Elgin, Maibohm	
6	17	6	Falls Motor	
8	19	8	Cadillac	55-56-57-58-59-61
12	22	6	Hudson	All Super Sixes
8	23	8	Northway	No. 309 Cole
6	24	6	Chalmers	35A, 35B
6	25	6	Chandler	1917-18-19
6	26	6	Chandler	1920-21-22
16	27	4	Maxwell	1914-20, inclusive
4	27B	4	Maxwell	1921-22
6	28	6	Buick	D-45, 1916
6	29	6	Buick	D-45, 1917
10	30	4-6	Buick	1914-17, B-37, C-36-37, D-54-55, C-54-55
20	31	4-6	Buick	1918-20, E, H and K
6	32	6	Buick	L-44-45-46-47-49-50, 23-45
16	33	4	Chevrolet	All Models
6	41	6	Cont. 7R, Velie, Anderson, Auburn, Moon, Columbia, Jordan, Lexington	
4	47	4	Willys-Knight	20, 1920-22
4	48	4	Reo Speedwagon	All Models
8	49	4	Essex	All Models
12	58	6	Nash	681-2-3-5-6-7
12	58A	6	Nash	1922
4	67	4	Lycoming K, Dort, Crow-Elkhart, Gardner	
4	72	4	Hupmobile	"N"
6	84	4	Saxon	
4	85	4	Saxon	
6	96	6	Rutenber, Paige, Auburn, Crow-Elkhart	
4	120	4	Buda	HU-HTU-IU
4	124	4	Buda	RU-WU-CTU
6	82	6	Reo	1920-21-22
6	69	6	Haynes	1919-21, 45, 47



SUGGESTED SERVICE STOCK LISTS

Gibson Valves

APPROXIMATE LIST VALUE \$400.00

Qty.	Our Part No.	No. Cyls.	Car and Motor	Year and Model
8	X-111	4	Maxwell	1915-22 Incl.
8	X-112	4	Chevrolet	1913-22 Incl.
			Oldsmobile Ec.	$\frac{3}{4}$, 1 ton
			Oldsmobile	43A, 1918-21
			Scripps-Booth	4G, 1917-19
8	X-115	4	Lycoming Mtr.	DU-K-KA-KB-KM-L
			Crow-Elkhart	C-E-K-L, 1917-22
			Dort	8, 11, 15, 17, 19, 1918-20
			Elcar	D to H, K, 1917-22
			Gardner	G, R, T, S, 1920-22
			Gramm-Brnstn.	10, 1 ton
8	X-114	4	Dodge	1915-22 Incl.
12	X-115	6	Reo, Exhaust	50 Deg. Seat Mod. F, T, M, N, R, S, T, U, 1915-22 Incl.
12	X-118	6	Studebaker	Light 6, 1921-22
12	X-119	6	Studebaker	Big 6, 1919-22; Light 6, 1919-20; Special 6, 1919-22
12	X-120	6	Cont. Motor Auburn	6N, 7N, 8N, 9N, 10N, 11N, 44, 1918-22; 30H, 1920-21
			Hudson	6-40
			Moon	40, 48, 66, 68, 1917-22
			Overland	86, 88-6, 89-6
			Paige	6-46, 51, 55
			Velie	14, 15, 39, 1915-22
			Westcott	18, A-48, 42, 51, 1916-22
8	X-122	4	Buick, Intake	22-34 to 37, 1922
8	X-123	4	Buick, Exhaust	22-34, to 37, 1922
8	X-126	4	Buda	CUE, HU, HTU, HO, IU, ITU
			Bell	2 $\frac{1}{2}$ ton
			Double Drive	C, B, 1 $\frac{1}{2}$, 2 ton
			Master	D, W, 2 $\frac{1}{2}$ ton; D, M, O, W, 2 ton
			Nash	Quad 4017, 2 ton
			Service	31, 1 $\frac{1}{2}$ ton; 36, 51, 71, 1 $\frac{1}{2}$, 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ ton
12	X-140	6	Chandler	1913-22 Incl.
12	X-141	6	Northway Mtr.	110-111
			Oldsmobile	6-37, 37A, 1917-21
			Scripps-Booth	6-39, B-39, 1916-18
			Oakland	6-34B, 34C, 1916-22
			Scripps-Booth	40, 41, 42, 1918-21
12	X-143	6	Nash	6-681 to 68
12	X-150	6	Cont. Motor Auburn	7W, 8W, 9W
				6-39K, 1916-20; 6-H6, 39, 30, 1920
			Columbia	6D, E, DC, C, S, F, 1917-20
			Elcar	6D-5, E-6, GH, 1918-19
			Empire	670, 73, 1916-19
			Jordan	6-19, 1918-19
			Lexington	6R, R-18, R-19, 1916-20
			Liberty	6-10, B, M, 1CA, 1916-19
			Moon	6-45, 48, 1916-17
			Overland	85-6, 1916-18
			Lexington	R, 1920-21
			Velie	6-22, 27, 28, 38, 1916-19
			Westcott	6-41, 17, 8-18, A-38, B-38, 1916-19
12	X-158	6	Cont. Motor Anderson	7R
			Auburn	30, 1921
			Jordan	39H, 1920-21
			Lexington	M, 1920-21
			Moon	S, 1920-21
			Scripps-Booth	48, 1920-21
			Velie	F, 1921
				48, 1920-21

Gibson Valves—Continued

Qty.	Our Part No.	No. Cyls.	Car and Motor	Year and Model
			Westcott	C-38, 1921; B-30, 1921
			Elcar	D-7R
12	X-184	6	Buick	B-24, 25, 1914; B, C-24, 25, 1914-15; D-44, 5, 6, 7, 1916-17
12	X-186	6	Buick, Intake	E, H, K, 44 to 49, 50, 1918-21; 22-44 to 49, 50, 1922
12	X-188	6	Buick, Exhaust	E, H, K-44 to 49-50, 1918-21; 22-44 to 49-50, 1922
12	X-189	6	Falls Motor, Slotted Stem, Elgin	K-XE-9000
			Grant	F-H-K-I, 1916-22; L-M, 1918-20; S-K, 1917-21, 6-K Truck
			Maibohm Six	$\frac{1}{2}$ ton, 6-R, 1921
12	X-192	6	Velie	6-34, 1920-22
			Rutenber Mtr.	22-23-25
			Auburn	6-39, 1916-19
			Crow-Elkhart	6E, 45, 46, 1919-21
			Nash	6 Jefferies-Chesterfield Series 104, 1915-16
			Marion-Handley	6A, 40, 1916-17
8	X-196	4	Paige	6-36, 39, 40, 1915-19
8	X-200	4	Overland	4, 1919-22 Incl.
12	X-202	6	Buick	D, E-34, 35, 1917-18
				B55-, 1914; C-36, 7, 54, 5, 1915; D-54, 55, 1916
8	X-207	4	Overland	75A, B, 1916-18
12	X-219	6	Haynes Six	1915-21 Incl.
8	X-220	4	Nash	4-41 to 45, 1920-22
16	X-221	4	Overland	90A, B, 1918-20
8	X-223	4	Overland	60, 69, 79, 80, 38A, 1916-18
12	X-236	6	Northway Mtr.	208-209
			Oldsmobile	45A-46, 1918-21
8	X-239	4	Essex, Intake	1918-22 Incl.
8	X-240	4	Essex, Exhaust	1918-22 Incl.
12	X-241	6	Hudson Super 6	1917-22
8	X-243	4	Hupmobile	R, 1918-22
16	X-247	8	Cadillac	55, 57, 58, 59, 60, 61, 1917-22
6	X-248	6	Chalmers Exhaust	35B, C, D, E, 1919-22
6	X-249	6	Chalmers, Intake	35B, C, D, E, 1919-22; 6-30, 1921
8	X-279	4	Overland	83B, 85-4

Well arranged stocks make the handling of replacement parts very easy. It is possible that you may have an overstock of some parts and be entirely out of others; unless your parts are properly arranged. See pages 6, 7 and 8 about shelving and cabinets for replacement parts or write for further information.



SUGGESTED SERVICE STOCK LISTS

Gibson Ring and Pinion Gears

APPROXIMATE LIST VALUE \$500.00

Qty.	Car Part No.	Gear Ratio	Car	Model
2	A-1	53-12 Spiral	Abbott	1916-17-18, 644
			American	1917-18, A-B
			Bour-Davis	1916-17-18
			Bush	1919, B-6
			Case	1917, 40 Flexible
			Drummond	1916-17
			Elcar	1919, Six D and H
			Jackson	1917-18-19
			Marion-Handley	1917, A-B
			Mitebell	1917-18-19, D-40 Jr.
			Noma	1917-18
			Paige	1915-16-17-18, 6-36, 38, 39, H-1, H-2, K-1, K-2
			Pilot	1919-20, 6-45
			Tulsa	1919-20, D, E
2	F	53-12 Spiral	Anderson	1918
			Auburn	1916-17-18, 6-39
			Chandler	1916-17-18-19-20-21
			Hollier	1917-18-19, 6
2	E-2	56-11 Spiral Int.	Columbia	1919-20-21, 19-C, 20-C
			Davis	1920, 41 to 57
			Essex	1919-20-21
			Hanson	1919-20-21, 6-45
			Jordan	1919-20-21, M-6
			Liberty	1920-21, 6C-10
			Metz	1920-21
			Moon	1920-21, 648
			Westcott	1920-21, C-38
2	G	53-13 Spiral	Buick	1916-17, D-44, 45, 46, 47
			Oldsmobile	1916-17, 44, 45
2	H	53-13 Straight	Buick	1918, D and E-4, 34 and 35
			Oakland	1917-18-19-20, 34, 34B, 34C
2	J-2	57-12 Spiral Int.	Chalmers	1917, 35A
			Columbia	1917-18, A, B, C, D
			Detroit	1917, 6-45
			Liberty	1916-17-18-19, 10A
			Vellie	1917-18-19, 6-28
2	D-1	49-11 Spiral Int.	American Beauty	6-48, E, F, G
			Crawford	1918-19-20, 6-40
			Holmes	1918-19, A and B
			Hudson	1918 Super Six, M, 5M, 6M
			Jones	1918-19
			Jordan	1918-19
			Moline-Knight	1918-19
			Moon	1918-19, 6-66T
			Peerless	1918-19, 56, Series 3 and 4
			Pennsy	1918
			Premier	1918, 6C
			Standard	1918
			Vellie	1918-19, 6-39
			Westcott	6, 1918-19
			Yellow Taxi Cab	1918-19, L, M
2	AD	51-12 Spiral	Chevrolet	1917-18-19, F, FA, FB
2	AZ	34-9 Spiral Hub	Chevrolet	1920-21, 490
2	E-1	56-12 Spiral Int.	Columbia	1919-20-21, 19C, 20G
			Davis	1920, 51 to 57
			Essex	1919-20-21
			Hanson	1919-20-21, 6-45
			Jordan	1919-20-21, M-6
			Liberty	1920-21, 6C-10
			Metz	1920-21
			Moon	1920-21, 648
			Vellie	1920-21, 6-48
			Westcott	1920-21, C-38
2	AF	50-12 Spiral	Dodge	1917-18-19, F, G, H
2	N	49-11 Spiral	Elgin	1918-19
			Monitor	1918-19-20-21, R
2	Z-1	39-8 Spiral Int.	Hupmobile	1918-19-20-21, R
2	Z-2	54-11 Spiral	Hupmobile	1918-19-20-21, R
2	AH	33-9 Spiral Int.	Maxwell	1919-20-21, Four
2	BM	57-12 Spiral	Atlas Truck	1916-17-18
			Abbott	1916-17-18, 6-44
			Detroit	1916-17, 6-45
			Empire	1917-18, 70, 70A, 70S, 73
			Kline	1917-18-19, 6-38, 6-42
			Lexington	1916-17, 6-0
			Moon	1916-17-18, 6-30, 6-43, 6-36
			Patterson	1917-18-19, 6-45, 6-45R
			Stephens	1917-18-19, 6-60, 6-70, 82 to 86 First Series
			Sun	1917-18, Light Six, 6
2	AN	48-12 Straight	Overland	1915-16-17, 80-81-82-83, 84-85-4, 85-6
2	AP-1	48-12 Spiral	Overland	1916-18-17, 85-4, 85-6, 86-6
2	AQ	52-13 Straight	Overland	1917-18, 75-90
2	AR	45-10 Spiral	Overland	1919-23, Four

Gibson Axle Shafts

APPROXIMATE LIST VALUE \$275.00

Qty.	Our Part No.	Car and Motor		Model and Year
1	21	Buick	Axle	D-E-H-K-44, 5, 6, 7, 9-50
1	32	Chalmers	"	1917-18-20-21
1	39	Chandler 1 1/2"	"	6-30, 35A, 1916-17-18
1	38	Chandler 1 1/4"	"	1917-18-19-20-21
			Drive Shaft	1914-15-16-17
1	240	Chevrolet	"	490, All Mod. to early 1921
2	40	Chevrolet	"	490, All Models
1	241	Chevrolet	"	490, Late 1921-22
1	42	Chevrolet	"	Baby Grand, 1918-22
2	56	Dodge	"	All Mod. and 1/2 ton truck
1	256	Dodge	"	1916-17-18-19-20-21-22
1	58	Dort	"	5, 5A, 6, 8, 9, 10, 10C, 11, 29
1	57	Dort	Axle	15, 56" tread, 1920-21-22
1	60	Essex	"	1918-21
6	61	Ford	"	Black center, regular tread
2	261	Ford	Drive Shaft	
1	50	Grant, 6	Axle	V-K-G-GX, 1917-18-19
1	77	Hudson	"	Super Six, 1917-22
1	82	Hupmobile	"	R-1-2-3, 1917-18-19-20-21
2	94	Maxwell	"	22
			"	"25" 1915-16-17-18-19, Right
2	95	Maxwell	"	"25" 1915-16-17-18-19, Left
2	96	Maxwell	"	"25" 1920-21
			Drive Shaft	"25" 1914-15-16-17
2	294	Maxwell	"	"25" 1918-21
2	295	Maxwell	"	"25" 1918-21
1	102	Monroe	Axle	M-4-6, 87-8-9-10, Right, 1917-18-19-20-21
1	103	Monroe	"	M-4-6, 87-8-9-10, Left, 1917-18-19-20-21
			"	6 cyl., 1916-22
2	84	Nash	"	1916-17-18-19-20-21
2	22	Oakland	"	43A, 1921
1	107	Oldsmobile	"	60-79-80-81-83, Right
2	115	Overland	"	60-79-80-81-83, Left
2	116	Overland	"	90, Touring, Right
1	119	Overland	"	90, Touring, Left
1	120	Overland	"	75-90 CC 90R, Right
2	121	Overland	"	75-90 CC 90R, Left
2	122	Overland	"	90B, 90, B.T.
1	123	Overland	"	Four, 1919-20-21-22
4	124	Overland	"	6-36-38-39 Sq. Right, 1916-17
1	1	Paige	"	6-36-38-39 Sq. Left, 1916-17
1	2	Paige	"	6-39 Spined, Right, 1918-19
1	136	Paige	"	6-39 Spined, Left, 1918-19
1	137	Paige	"	4 cyl., 1916-17-18-19, 6 cyl. 1920
1	140	Reo	"	"6" 1916-17-18
1	146	Saxon	"	4-6 cyl., 1914-15-16-17-18
2	153	Studebaker	"	Big 6 and Spec. 6, 1919-21
1	156	Studebaker	"	

Gibson Gears—Continued

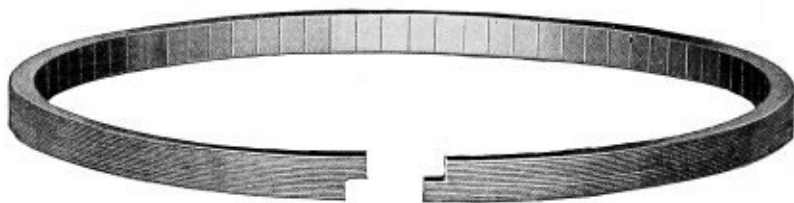
Qty.	Car Part No.	Gear Ratio	Car	Model
2	252-4	43-12 Straight	Maxwell	1914-18, Incl.
2	2518	40-11 Straight	Ford	
2	2597B	40-11 Straight	Chevrolet	490, 1914-20 Incl.
2	H-93-4	40-11 Straight		

We Show Only a Few

Gibson Service Stocks of Replacement Parts

If you are interested in other items not listed write us and we will work out a service stock to meet your particular requirements.

Gibson PISTON RINGS



REGULAR TYPE

Perfect in Roundness, Tension and Accuracy



Gibson Piston Rings insure perfect compression and maximum power at a minimum expense. They are one-piece step-cut, lathe turned and quick seating. Everywhere they are recommended because of their perfect roundness, equal radial pressure and tested accuracy.

One of the most important qualities—Perfect Roundness—is seldom mentioned by any manufacturers because their rings will not stand rigid tests. Gibson Piston Rings are guaranteed to be uniformly Perfectly Round. Perfect and uniform tension is another quality that is essential in a good ring. Gibson Piston Rings meet these requirements. The tension is permanently fixed deep in the metal by a special mechanical process which is absolutely uniform for any radial pressure desired, and is not affected by heat. This is not altogether true of rings where tension is cast into the metal.

Our stock includes a full line of both regular and oil rings in standard sizes from 2-inch to 5-inch in diameter and all standard widths. They can be supplied in the following oversizes: .0025, .005, .010, .015, .020, .025, .031, and .040. All rings are packed one dozen of a size to a carton. We can supply other oversizes and rings up to 50 inches in diameter on special order.

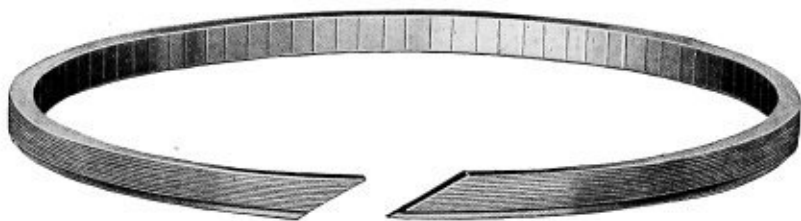
GIBSON PISTON RINGS

Ford size and all oversizes.....List \$0.40

Standard up to 5-inch and all oversizes.....List .40

Rings larger than 5 inches in diameter—prices on application.
No extra charge for standard oversizes.

Gibson PISTON RINGS



OIL TYPE

Perfect in Roundness, Tension and Accuracy

Gibson Piston Rings of the Oil Type are made in one piece with an advanced type of oil groove which stops oil-pumping. They insure less oil consumption, less carbon, cleaner spark plugs and a more efficient and powerful motor. They are of the same high quality as our regular Gibson Piston Rings. Use one Gibson Oil Ring on every piston.



The results gained by using Gibson Oil Rings in conjunction with the Regular Type Gibson Piston Rings are surprising. As these rings are perfectly round they are really gas tight. Car owners and dealers everywhere instantly recognize the many merits of Gibson Piston Rings—the increase of compression and power—and the decrease of carbon troubles and cost of gas and oil. The face of every ring has a satiny, quick seating surface. The machining is correct and the accuracy of the dimensions of every ring is closely verified by modern measuring instruments.

Our stock includes a full line of both regular and oil rings in standard sizes from 2-inch to 5-inch in diameter and all standard widths. They can be supplied in the following oversizes: .0025, .005, .010, .015, .020, .025, .031, and .040. All rings are packed one dozen of a size to a carton. We can supply other oversizes and rings up to 50 inches in diameter on special order.

GIBSON OIL PISTON RINGS

Ford size and all oversizes.....List \$0.60
Standard up to 5-inch and all oversizes.....List .60

No extra charge on Standard Oversizes. Rings larger than 5 inches in diameter and up to 50 inches in diameter—prices on application.



PISTON RINGS—Continued

McQUAY-NORRIS LEAK-PROOF PISTON RINGS



Two-piece design. Both sections are of equal size and strength. This insures equal action all around the cylinder walls, which increases power, saves fuel and decreases carbon. Each section closes the expansion opening of the other. These rings are made in every size and over-size—from 1 inch to 50 inches. We can supply all sizes and over-sizes. No extra charge for over-sizes—they take standard list.

LEAK PROOF PISTON RING PRICE LIST

Diameter	WIDTHS			
2 3/4 to 4 1/2	\$1.25 in All Widths			
	1/4 to 3/8 Inc.	3/8 to 1/2 Inc.	1/2 to 3/4 Inc.	3/4 to 1 Inc.
5 to 5 1/2	\$1.75	\$1.85	\$1.95	\$2.00
5 1/2 to 6	2.25	2.45	2.65	2.75
6 to 6 1/2	2.75	3.05	3.35	3.50
6 1/2 to 7	3.25	3.65	4.05	4.25
7 to 7 1/2	3.75	4.25	4.75	5.00
7 1/2 to 8	4.25	4.85	5.45	5.75
8 to 9				

McQuay-Norris Jiffy Grip Piston Rings



Jiffy-Grip Rings are one-piece, concentric rings with a velvet finish that will "seat" in a jiffy. They have an improved joint.

All Jiffy-Grip rings are packed in individual glassine envelopes, twelve rings to a package. This prevents loss of rings in stock; keeps them in clean, fresh condition, and with sizes properly assorted.

We carry a complete stock of standard sizes and over-sizes up to five inches in diameter; over-sizes in 5, 10, 15, 20, 25 and 31 thousandths.

Specify size wanted.

Any size, each\$0.50

McQUAY-NORRIS Superoyl RINGS



The oil reservoir of Superoyl Rings is cut into the rings with mathematical exactness at an angle of 45 degrees from the intersection of the cylinder wall bearing face of the ring and the ring's lower groove bearing face. This makes a scraping or shearing edge of the lower end of the face of the ring which forces the excess oil off the cylinder wall into the reservoir along its upper surface. The oil is thus constantly kept building up into the reservoir until the down stroke is completed, when it is emptied again over the lower rings as the piston travels back up. Supplied in all sizes and over-sizes. No extra charge for over-sizes—they take standard list.

Superoyl PRICE LIST

Diameter	WIDTHS			
2 3/4 to 4 1/2	\$1.00 in All Widths			
	1/4 to 3/8 Inc.	3/8 to 1/2 Inc.	1/2 to 3/4 Inc.	3/4 to 1 Inc.
5 to 5 1/2	\$1.40	\$1.50	\$1.55	\$1.60
5 1/2 to 6	1.80	2.00	2.10	2.20
6 to 6 1/2	2.20	2.50	2.65	2.80
6 1/2 to 7	2.60	3.00	3.20	3.40
7 to 7 1/2	3.00	3.50	3.75	4.00
7 1/2 to 8	3.40	4.00	4.30	4.60
8 to 9				

Concentric Step Cut Piston Rings



These Snap Rings are made concentric and eccentric, in standard sizes and standard oversizes.

They are rolled in wax paper, packed in cartons.

Then you have a package in which to keep them in stock. It protects them from rust, breakage and loss by careless handling. Each carton is clearly labeled with size.

Furnished in all standard sizes up to 5 1/2 inches.

Oversizes are furnished in five-thousandths, ten-thousandths and thousandths over-diameter.

Oversizes, 3 1/4 size, 2 1/2, 5, 10, 15, 20, 25, 31 thousandths over-diameter.

Dodge oversizes, 3, 5, 10, 15 thousandths over-diameter.

Fordson Tractor oversizes, 2 1/2, 5, 10, 15, 31 thousandths over-diameter.

Step Cut 2 5/8 to 4 1/4, each\$0.25
Step Cut 4 5/16 to 5 1/4, each40

Oversizes carried in stock: .005, .010, .020, .03125.
Ford, .0025, .005, .010, .015, .020, .025, .03125.



Gibson Light Weight Gray Iron Pistons

Gibson Light Weight Gray Iron Pistons are much lighter than stock factory cast iron pistons. They combine advantages of light weight with the superior qualities of gray iron. Gibson Pistons are the ideal replacement for aluminum alloy pistons as well as for the heavier stock cast iron pistons.

On our full finished pistons a clearance of approximately .00075" to each inch in diameter is allowed. We recommend this allowance when turning down and grinding semi-finished Gibson Pistons.

Quick Service

We maintain a very comprehensive service stock at all times. This service stock comprises both finish ground oversize pistons and semi-finished pistons turned to 3/32" above size. Telegraph orders and rush mail orders are filled the same day as received. We are constantly adding to our line any new pistons adapted by motor manufacturers. We are selling service as well as pistons.

Always specify the oversize desired. In doing so specify the exact oversize of the cylinder, as these piston sizes are based on the original standard piston, which is .0025 smaller than the cylinder size to allow for clearance and expansion.

Oversizes: Standard; .0025, .005, .010, .015, .020, .025, .03125. All of these sizes are carried in stock. We can also supply semi-finished pistons.



All of our pistons, that are so furnished by the motor manufacturers, have bronze bushings. Pistons are always shipped with-out rings and pins unless otherwise ordered. There will be an extra charge of 25c for fitting each piston pin.

Before shipping, all pistons are dipped in oil, wrapped in oil paper and placed in cartons, a set to a box. The oversize is stamped on the head of each piston, also on the outside of each carton. Bushings are furnished in Pistons for motors which originally had factory pistons fitted with bushings.

Our Guarantee

The Gibson Practical Light Weight Gray Iron Pistons are fully guaranteed for material and workmanship. They will make a motor capable of developing more power and will increase the quickness of the acceleration. They will prevent oil pumping, save lubricating oil and decrease the fuel consumption.

General Information—How to Order

Locate in this catalogue the particular piston wanted, being sure of model and year of car. **DON'T GUESS!** The information in this catalogue should tell you positively whether we do, or do not, have the piston you want. If we do, specify our stock number on order. If you aren't sure, give us full particulars.

Specify "with piston pins," "with rings," or "with pins and rings," if so wanted. Pistons are always shipped less pins and rings unless requested otherwise by customer. State oversize desired. If no oversize specified we always ship standard.

When in doubt as to model, etc., always compare our specifications with old piston or pin to be sure you are ordering correctly. Note particularly "Compression" and "Type of Piston Pin," whether set screw or otherwise.

ALWAYS ORDER COMPLETE SETS—These Pistons are much lighter in nearly every case than the original car equipment, and are perfectly balanced and will vary less in weight than a quarter ounce. It is most important that all pistons in a motor be of exactly the same weight. For this reason a motor should never be equipped part our pistons and part some other piston of different weight. *Always install in complete sets.*

SPECIFY OVERSIZE WANTED—This specification should always be exact oversize of the cylinder. For example: A cylinder is known as 3½ inches in diameter. The exact diameter of this cylinder when new is 3.500. The exact diameter of a standard piston to fit this cylinder when new is approximately 3.497. This difference, .003, is "clearance" for lubrication and heat expansion. This piston is always known as "standard." If this particular cylinder is rebored to .020 O. S., it will measure 3.520 inches. The piston to fit this will actually be 3.517 inches in diameter, but will be known as ".020 Oversize."

PISTON PINS—Always specify if pins are desired fitted or not. Always specify oversize. Otherwise standard diameter will be shipped.

When pistons are shipped they are coated with a heavy rust-resisting oil. This should always be removed before assembly. Simply dip in gasoline and wipe off.

The oversize is stamped on the head of each piston. The pattern (stock) number is either stamped on the head of the piston or will be found cast on the inside. This permits the identifying of pistons when removed from cartons.



GIBSON PISTONS

No.	Name of Motor	Model of Motor	Year	No. Cyl.	Bore	Price	No.	Name of Motor	Model of Motor	Year	No. Cyl.	Bore	Price
288	Allen	43	1920	4	3 1/2	\$3.70	133	Crow-Elkhart			4	3 1/2	3.50
133	Alcace		20-21	4	3 1/2	3.50	180	Crow-Elkhart	S63-65, HS		6	3 1/2	3.30
148	Abbott Dt.	6-60	17-19	6	3 1/2	3.60	196	Crow-Elkhart		1920	6	3 1/2	2.90
180	American			6	3 1/2	3.30	146	Davis	AH, 7-W	16-19	6	3 1/2	3.30
146	American Beauty	E, F, G, 7-W	1920	6	3 1/2	3.30	148	Davis	J-JI 7-N	1920	6	3 1/2	3.60
147	Anderson	7-R	20-21	6	3 1/2	3.30	147	Davis	51-55 7-R	1920	6	3 1/2	3.30
299	Ansted		1921	4	3 1/2	3.30	146	Detroit		All	6	3 1/2	3.30
167	Apperson		17-18	8	3 1/2	3.50	558	Detroit Air Cooled	10	1922	4	2 3/4	2.90
161	Auburn	Rutenber		6	3	2.90	181	Dixie Flyer			4	3 1/2	3.60
146	Auburn	H-6-39 (7W)	1920	6	3 1/2	3.30	110	Dodge	All	14-20	4	3 3/8	3.70
148	Auburn	J (7N)		6	3 1/2	3.60	171	Dorris		19-20	4	4	5.00
145	Auburn	44 (9N)		6	3 1/2	4.00	133	Dort	11-17-A		4	3 1/2	3.50
147	Auburn	6-39-B (7-R)	18-19-20	6	3 1/2	3.30	172	Dort		16-17	4	3 1/2	3.30
181	Bell	6-50		4	3 1/2	3.60	146	Dort	Con. 7-W		6	3 1/2	3.30
180	Bell	4-32		6	3 1/2	3.30	276	Dusenber			4	4 1/8	6.40
180	Birch	Light 6-66	20-21	6	3 1/2	3.30	300	Duesenberg		1921	8	2 3/4	3.90
181	Birch	Super 4-44	20-21	4	3 1/2	3.60	552	Edwards Motor			2	3	3.20
145	Bour Davis	21-S 9-N	20-21	6	3 1/2	4.00	133	Elcar			4	3 1/2	3.50
147	Bour Davis	20 7-R	20-21	6	3 1/2	3.30	146	Elcar	D-6, GH, K 7-W	18-19	6	3 1/2	3.30
148	Bour Davis	18-B 7-W	17-20	6	3 1/2	3.60	147	Elcar		20-21	6	3 1/2	3.30
146	Bour Davis	7-W	17-20	6	3 1/2	3.30	213	Elgin	Scripps Motor		6	3	3.00
133	Bradley	Touring		4	3 1/2	3.50	130	Elgin		16-17	6	3	2.90
168	Briscoe	B-4-24	17-20	4	3 1/2	2.90	146	Empire	73 7-W	18-19	6	3 1/2	3.30
158-A	Briscoe		15-16	4	3 1/2	2.90	177	Essex	All	19-20	4	3 1/2	3.30
126	Buda Motor			4 & 6	3 1/2	3.80	130-c	Falls Motor			6	3 1/2	2.90
166	Buick	C-36 to C-55, D-54, D-55 & D4		4 & 6	3 1/2	4.30	134	Falls Motor		1921	6	3 1/2	3.00
101	Buick, 1st Series	D-44 to 47, D-R 44-45 DRL 45	1917	6	3 1/2	4.40	145	Ferris		20-21	6	3 1/2	4.00
102	Buick, 2d Series	D-44-47, DX 44-45, DXL 45, DR 44-45	1917	6	3 1/2	4.40	112*	Ford (Piston only)	All		4	3 1/2	3.80
103	Buick	E-34 to E-50, EX 34-45, H-44 to 50, HX 44-45, K-44-50, KX 44-49		6	3 1/2	3.70	144	Fordson	All		4	4	4.10
165	Buick	44-50	1921	6	3 1/2	3.70	131	Franklin	S-9, 9-A, 9-B	18-19	6	3 1/2	4.90
133	Bush	E		4	3 1/2	3.50	137	Franklin	1-8		6	3 1/2	3.50
151	Cadillac		17-20	8	3 1/2	3.90	133	Gardner		20-21	4	3 1/2	2.90
151-A	Cadillac		17-20	8	3 1/2	3.90	196	Geronimo	Rutenber		6	3 1/2	3.60
151-B	Cadillac	51	1915	8	3 1/2	3.90	148	Ghent		1918	4 & 6	3 1/2	2.90
162	Case		1917	4	3 1/2	3.80	196	Ghent		1917	6	3 1/2	2.90
145	Case	U-18-19	18-20	6	3 1/2	3.60	196	Glide			6	3 1/2	2.90
271	Case		1915	4	3 1/2	4.10	130	Grant	V & K	15-16-17	6	3	2.90
141	Chalmers	35-A, B and C	16-20	6	3 1/2	3.40	130	Grant	K & G	17-19	6	3	2.90
141-A	Chalmers	35-C	20-21	6	3 1/2	3.40	134	Grant		1920	6	3 1/2	3.00
169	Chandler		16-17	6	3 1/2	3.40	550	Gray	R		4	3 1/2	3.00
140	Chandler		18-19	6	3 1/2	3.80	134	Halladay		1919	6	3 1/2	3.00
140-A	Chandler		20-21	6	3 1/2	3.80	146	Halladay	Manhattan Special	1920	6	3 1/2	3.30
181	Champion	Special		4	3 1/2	3.60	196	Halladay		1921	6	3 1/2	2.90
133	Champion	K O	20-21	4	3 1/2	3.50	133	Hamlin Holmes			4	3 1/2	3.50
109	Chevrolet	490-F, FA, FB, and Baby Grand	16-21	4	3 1/2	2.90	146	Hansom	6-54-60 7-W		6	3 1/2	3.30
298	Cleveland		19-21	6	3	4.40	196	Harroun			6	3 1/2	2.90
180	Climber			6	3 1/2	3.30	153	Haynes	34-37	16-20	6	3 1/2	4.90
181	Climber			4	3 1/2	3.60	173	Haynes	C-45, 47, 50		6	3 1/2	4.30
170	Cole		16-21	6 & 8	3 1/2	4.50	174	Haynes		17-18	12	2 1/2	3.60
146	Columbia	6 C D 7-W	18-19	6	3 1/2	3.30	180	Herschell Spillman Motor			6	3 1/2	3.30
147	Columbia	7-R C S		6	3 1/2	3.30	181	Herschell Spillman Motor	7-W	17-19	6	3 1/2	3.30
196	Columbia	Rutenber Motor	1920	6	3 1/2	2.90	180	Holmes	Early Model		6	3 1/2	3.30
145	Comet	6 C-53 9-N		6	3 1/2	4.00	181	Holmes			4	3 1/2	3.60
148	Comet	6 C-51 6-N		6	3 1/2	3.60	182	Holmes		19-20	6	3 1/2	4.20
181	Commonwealth	44		4	3 1/2	3.60	148	Hudson	6-40	14-16	6	3 1/2	3.60
133	Commonwealth	Lycorning		4	3 1/2	3.50	114	Hudson	Super Six	16-20	6	3 1/2	4.20
146	Continental	7-K, 8-W, 7-W		6	3 1/2	3.30	147	Huffman	Huffman 7-R	20-21	6	3 1/2	3.30
147	Continental	7-R		6	3 1/2	3.30	183	Hupmobile	R	18-21	4	3 1/2	3.30
148	Continental	6A, 6H, 6N, 7D, 7H, 8D		4 & 6	2 3/4	3.60	184	Hupmobile		16-17	4	3 1/2	3.70
145	Continental	9-N		6	3 1/2	4.00	147	Jackson	38		6	3 1/2	3.30
149	Continental	N A N		4	3 1/2	4.00	196	Jeffery	Cheserfield Six		6	3 1/2	2.90
150	Continental	CA, C2 and C4		4	4 1/8	5.00	176	Jeffery	671	17-18	6	3 1/2	3.90
145	Crawford		18-20	6	3 1/2	4.00	145	Jones	628 9-N		6	3 1/2	4.00
148	Crawford	6-N, 7-N 148	1917	6	3 1/2	3.60	147	Jones	Series 28	19-21	6	3 1/2	8.30
							148	Jordan	C-60 6-N	17-19	6	3 1/2	3.60
							147	Jordan	7-R	1920	6	3 1/2	3.30
							148	Jordan	7-N	1916	6	3 1/2	3.60
							145	Kenworthy	6-55	20-21	6	3 1/2	4.00
							155	King		17-19	8	3	3.50
							189	Kissel	6-42		6	3 1/2	4.70



GIBSON PISTONS

No.	Name of Motor	Model of Motor	Year	No. Cyl.	Bore	Price	No.	Name of Motor	Model of Motor	Year	No. Cyl.	Bore	Price
190	Kissel	38	17-19	6	3 3/4	4.20	146	Patterson	6-50 7-W	18-19	6	3 3/4	3.30
191	Kissel	Costum built	19-20	6	3 3/4	4.30	147	Paterson	42-45-46-47	16-20	6	3 3/4	3.30
147	Kline	J-55 7-R	16-21	6	3 3/4	3.30	148	Pathfinder	6 7-N		6	3 3/4	3.60
146	Kline	J-55 7-W		6	3 3/4	3.30	146	Pennsy	6 7-R		6	3 3/4	3.30
145	Leach	20-20A 21ABC	20-21	6	3 3/4	4.00	147	Pennsy	6 7-R		6	3 3/4	3.30
148	Lexington	7-N Series S	15-17	6	3 3/4	3.60	229	Peerless	Series 1		8	3 3/4	4.00
147	Lexington	7-R	1920	6	3 3/4	3.30	230	Peerless	Series 5, 6, 7		8	3 3/4	4.00
146	Lexington	Series T 7-W		6	3 3/4	3.30	147	Piedmont	6-40 7-R	17-20	6	3 3/4	3.30
146	Liberty	10-A-B 7-W 7-K	17-20	6	3 3/4	3.30	133	Piedmont	4-30 Locoming		4	3 1/2	3.50
192	Lincoln		20-21	8	3 3/4	4.10	146	Piedmont	S-40 7-W		6	3 3/4	3.30
193	Locomobile	6-38		6	4 1/4	5.60	232	Pierce Arrow	6-38		6	4	5.00
194	Locomobile	6-48		6	4 1/4	6.00	180	Pilot	6-50		6	3 3/4	3.30
133	Lone Star	4-35		4	3 3/4	3.50	233	Premier		17-21	6	3 3/4	4.20
181	Lorraine	20-217-215	20-21	4	3 1/2	3.60	130	Premo	6-40-A		6	3	2.90
133	Lycoming Motor			4	3 1/2	3.50	235	R & V Knight	Model R		4	3 3/4	4.80
196	Madison	Rutenber		6	3 3/4	2.90	236	R & V Knight	Model J	19-21	6	3 3/4	4.40
134	Maibohm	Falls Motor	18-21	6	3 3/4	3.00	206	Reo		16-19	4	4 1/4	5.20
196	Marion Handley	Rutenber		6	3 3/4	2.90	238	Reo		20-21	6	3 3/4	3.30
148	Marion Handley	7-N	16-19	6	3 3/4	3.60	247	Reo		15-19	6	3 3/4	4.00
115	Maxwell		14-20	4	3 3/4	3.30	196	Roamer	Rutenber	1916	6	3 3/4	2.90
160	Maxwell	98	1922	4	3 3/4	3.20	148	Roamer	7-N	17-18	6	3 3/4	3.60
197	Marmon	34		6	3 3/4	4.10	148	Roamer	C-6-54, 6-54E 9-N	18-20	6	3 3/4	4.00
199	McFarlan		17-20	4 & 6	4 1/2	6.50	161	Rutenber Motor			6	3	2.90
116	McLaughlin	Light Six		6	2 1/2	2.90	196	Rutenber Motor			6	3 3/4	2.90
202	Mercer	22-70-22-72-23	15-21	4	3 3/4	4.40	127	Saxon	2S2R, S24, 6GH, S4R, S45, Y18	15-20	6	2 3/4	2.90
139	Mitchell	C-42 E-42	16-21	6	3 3/4	4.10	146	Sayer	P-AP, B-P, 7W	17-19	6	3 3/4	3.30
138	Mitchell	E-40, D-40	17-21	6	3 3/4	3.30	117	Scripps Booth		18-21	6	2 1/2	2.90
146	Monitor			6	3 3/4	3.30	145	Severin	Model H	1921	6	3 3/4	4.00
212	Monroe			4	3 3/4	3.60	148	Shadwyck	A-B-C-D-1-D-2	17-21	6	3 3/4	3.60
213	Monroe	M-3	1917	6	3	3.00	109	Sheridan		1921	4	3 1/2	2.90
148	Moon	6-68 7-N	16-20	6	3 3/4	3.60	133	Skeleton	Model 35		4	3 1/2	3.50
127	Moon		1918	6	2 3/4	2.90	244	Standard		18-21	8	3 3/4	3.50
146	Moon	6-48 7-W	1919	6	3 3/4	3.30	147	Stanwood	7-R		6	3 3/4	3.30
147	Moon	7-R	1920	6	3 3/4	3.30	146	Stephens	Early 7-W		6	3 3/4	3.30
288	Nash	41		4	3 3/4	3.70	207	Stephens	Salient Six		6	3 3/4	4.40
154	Nash (4 Rings)	6-81 6-87	18-21	6	3 3/4	3.50	129	Studebaker	EH, SH, 25	1919	4 & 6	3 3/4	4.50
145	National	Six 9-N		6	3 3/4	4.00	128	Studebaker	SF-7, ED, EG	16-18	4 & 6	3 3/4	4.70
148	National	7-N		6	3 3/4	3.60	214	Studebaker	EJ South Bend	20-21	6	3 3/4	2.90
126	National	A. C. Buda		6	3 3/4	3.80	249	Studebaker	Big Six Series	1921	6	3 3/4	5.00
215	National	Sextette	19-20	6	3 3/4	4.60	250	Stutz		18-20	4	4 3/4	5.50
553	Niagara	A-J		4	3 3/4	4.00	251	Stutz		14-17	4	4 3/4	6.50
554	Niagara		1917	4	2 3/4	2.90	389	Teetor Hartley			4	3 3/4	3.00
146	Noma	C 7-W		6	3 3/4	3.30	254	Templar		20-21	4	3 3/4	3.40
116	Northway Motor			6	2 1/2	2.90	133	Texan	A-38 and B-38		4	3 1/2	3.50
440	Northway	84		4	4	5.00	181	Texan	A B Sp'1 D	1920	4	3 1/2	3.60
133	Nonwalk	KS-430		4	3 1/2	3.50	180	Tulsa	F-1-2-3	1920	6	3 3/4	3.30
116	Oakland	32-32-B and 34	16-17	6	2 1/2	2.90	181	Tulsa	D-E-1-2-3	17-21	4	3 1/2	3.60
117	Oakland	34-B, 34-C	18-20	6	2 1/2	2.90	148	Vellie	15, 27, 39, 22, 28, 38, 7-N	16-19	6	3 3/4	3.60
117-D	Oakland			6	2 1/2	2.90	147	Vellie	48 7-R	1920	6	3 3/4	3.30
109	Oldsmobile	43-A		4	3 1/2	2.90	134	Vellie	M-34-Falls	20-21	6	3 3/4	3.00
263	Oldsmobile		14-16	4	3 1/2	4.10	146	Victory	7-W		6	3 3/4	3.30
117	Oldsmobile	37, 37-A	18-20	6	2 1/2	2.90	145	Vogue	6-66	20-21	6	3 3/4	4.00
119	Oldsmobile	45-B, 46, 47		8	2 3/4	2.90	146	Vogue	6-65	20-21	6	3 3/4	3.30
143	Overland	82, 86, 88-6, and 89	15-16	6	3 3/4	3.60	180	Weidley	R		6	3 3/4	3.30
146	Overland	85-6, 7W	16-18	6	3 3/4	3.30	395	Weidley	M-B		4	3 3/4	4.50
124	Overland	79, 80, 83, 85-4		4	4 1/2	4.00	146	Wescott	7-W	17-19	6	3 3/4	3.30
123	Overland	90 and 50-B	17-19	4	3 3/4	3.50	148	Wescott	7-W	17-18	6	3 3/4	3.60
122	Overland	75-B	16-17	4	3 3/4	3.50	145	Wescott	9-N	19-21	6	3 3/4	4.00
125	Overland	Baby	1920	4	3 3/4	2.90	147	Wescott	7-R	1920	6	3 3/4	3.30
313	Packard	5-48		6	4 1/2	6.00	396	Wills St. Claire Tr.		1921	8	3 3/4	4.00
312	Packard	3-38		6	4	5.00	148	Willys Six	88-6, 89 and 89-6		6	3 3/4	3.60
262	Packard	1-25, 1-35		12	3	4.60	256	Willys Knight	84-4		4	4 1/4	6.00
262-A	Packard	1-25, 1-35		12	3	4.60	258	Willys Knight		1920	4	3 3/4	4.50
205	Packard	2-25, 2-35		12	3	4.60	259	Winton	22-A 25	16-21	6	3 3/4	4.10
148	Paige	Fairfield 7-N	16-18	6	3 3/4	3.60	260	Winton	22-24	17-19	6	4 1/2	6.50
196	Paige	6-38 Rutenber	17-19	6	3 3/4	2.90	148	Yellow Cab		16-21	4	3 1/2	3.60
145	Paige	9-N	19-20	6	3 3/4	4.00	149	Yellow Cab		16-21	4	3 3/4	4.00
287	Paige	6-36	1920	6	3 3/4	4.00							
227	Paige	6-42	20-21	6	3 3/4	4.20							



GIBSON PISTONS

FOR TRUCKS

No.	Make of Truck	Model	Capacity	Year	No. Cyl.	Dia.	Price	No.	Make of Truck	Model	Capacity	Year	No. Cyl.	Dia.	Price
271	Acason	R-RB	1-1½		4	3¾	\$4.00	150	Columbia	E	2		4	4½	5.00
272	Acason		5		4	4¾	6.70	149	Columbia	H	1		4	3¾	3.60
268	Ace	C	1½		4	3¾	4.00	149	Commerce	T, 12	¾-1½	18-20	4	3¾	3.60
265	Ace	A	2½		4	4½	5.50	265	Concord	B X	2½		4	4½	5.50
264	Acme	B	3	16-20	4	4½	6.70	269	Continental Motor	B-2			4	4½	6.70
264	Acme	C	3½		4	4½	6.70	264	Continental Motor	E4, E7			4	4½	6.70
150	Acme	3 (C-2)	2		4	4½	5.00	148	Continental Motor	6A, 8N			4 & 6	3½	3.60
269	Acme	E	5		4	4¾	6.70	149	Continental Motor	N A N			4	3¾	3.60
149	Acme	B	1		4	3¾	3.60	150	Continental M.	C-A, C2, C4			4	4½	5.00
181	All American	B-C	1½-2½	20-21	4	3½	3.60	149	Corbitt	H, E, D	¾-1½	16-20	4	3¾	3.60
150	All Steel		2		4	4½	5.00	150	Corbitt	B, C	2-2½		4	4½	5.00
266	American	40-50	4-5	20-21	4	4½	6.40	264	Corbitt	A	3½		4	4½	6.70
133	Apex	C-D	1	19-21	4	3½	3.50	269	Corbitt	A A	5		4	4½	6.70
268	Apex	D	1½	1921	4	3¾	4.00	181	Cyclone	A	1½	1921	4	3½	3.60
266	Apex	F	3½		4	4½	6.40	265	Dart	M	2½	20-21	4	4½	5.50
265	Apex		2½		4	4½	5.50	266	Dart		3½	20-21	4	4½	6.40
126	Apex		1½		4	3¾	3.60	268	Dart	S	1½	20-21	4	3¾	4.00
266	Armleder	K W	3½		4	4½	6.40	148	Day Elder	A	1	18-19	4	3¾	3.60
270	Armleder	20	1		4	3¾	4.00	149	Day Elder	B	1½	18-19	4	3¾	3.60
265	Armleder	H W	2½		4	4½	5.50	150	Day Elder	D	2	18-20	4	4½	5.00
150	Armleder		2½		4	4½	5.00	265	Day Elder	C	2½		4	4½	5.50
270	Atco	B	1½		4	3¾	4.00	264	Day Elder	F	3½		4	4½	6.70
266	Atco	A	2½	1921	4	4½	6.40	266	Day Elder	E	5		4	4½	6.40
266	Atco	C	3½		4	4½	6.40	148	Dearborn		1½	19-20	4	3½	3.60
133	Atlas	18A-21	¾-1	18-21	4	3½	3.50	268	Dearborn	48	2	20-21	4	3¾	4.00
150	Atterbury	6C-7C	2½	16-20	4	4½	5.00	270	Dearborn	F, FX, 48	1½		4	3¾	4.00
264	Atterbury	7-D	3½		4	4½	6.70	149	Defiance	G, D, E	1½-2		4	3¾	3.60
269	Atterbury	8-E	5		4	4¾	6.70	150	DeKalb	E-2, E2½	2-2½		4	4½	5.00
149	Auto Horse	10		All	4	3¾	4.00	149	Denby	12	1-2		4	3¾	3.60
150	Available	H	2-5	19-20	4	4½	5.00	150	Denby	25	3		4	4½	5.00
264	Available	H 3½	3½		4	4½	6.70	264	Denby	27	4		4	4½	6.70
149	Beck	A	1½	16-18	4	3¾	3.60	264	Denby		5		4	4½	6.70
149	Beck Hawk	B	1½	1921	4	3¾	4.00	270	Dependable	C	1½		4	3¾	4.00
150	Beck	C	2	16-18	4	4½	5.00	265	Dependable	E	2½		4	4½	5.50
264	Beck	D	3		4	4½	6.70	266	Dependable	G	3½		4	4½	6.40
265	Bell	O	2½	1921	4	4½	5.50	148	Dependable	J-5	1		4	3¾	3.60
268	Bell	E	1½	1921	4	3¾	4.00	149	Diamond	J-4	1½	16-20	4	3¾	3.60
265	Belmont	D	2		4	4½	5.50	150	Diamond	J-3	2	16-20	4	4½	5.00
273	Belmont	F	2	1921	4	4½	5.50	264	Diamond	T K	3½	16-20	4	4½	6.70
148	Bessemer	G	1	17-20	4	3¾	3.60	148	Diehl	A	1-1½		4	3¾	3.60
149	Bessemer	H	1½	16-20	4	3¾	4.00	181	Diehl	B	1	20-21	4	3½	3.60
150	Bessemer	J-2	2½	17-20	4	4½	5.00	272	Doane		6	18-20	4	4¾	8.00
264	Bessemer	K-2	4	19-21	4	4½	6.70	110	Dodge	All	¾		4	3¾	3.70
265	Betts		2½		4	4½	5.50	265	Doubledrive	B	4		4	4½	5.50
268	Bridgeport	A	1½		4	3¾	4.00	265	Douglas	H, HW2	2-2½		4	4½	5.50
265	Bridgeport	B	2½		4	4½	5.50	126	Douglas		1		4	3¾	4.40
266	Bridgeport	4-C	4		4	4½	6.40	266	Duplex	E	3½		4	4½	6.40
266	Bridgeport	6-D	4		4	4½	6.40	273	Facto		2½	1921	4	4½	5.50
150	Brinton	F	2½		4	4½	5.00	270	Eagle	100	2		4	3¾	4.00
149	Brockway	SH, J, J-2	2½		4	3¾	3.60	270	Erie	E	1½		4	3¾	4.00
150	Brockway	K-2, K-4	2½	17-20	4	4½	5.00	265	Erie	A	2½		4	4½	5.50
269	Brockway	T	5		4	4¾	6.70	150	Evans	D	2	1920	4	4½	5.00
264	Brockway	R-4	3½		4	4½	6.70	271	Fageol		1½		4	3¾	4.10
268	Brockway		¾	1921	4	3¾	4.00	148	Famous	4-30	1		4	3¾	3.60
266	Buda Motor	YTU, YU			4	4½	6.40	149	Famous		1½		4	3¾	3.60
274	Buda Motor	LSU			4	4½	5.00	149	Fargo	R	2		4	3¾	3.60
126	Buda Motor	LSU		4 & 6	3½	4.40		269	Federal	X2	5	1921	4	4¾	6.70
268	Buda Motor	WU			4	3¾	4.00	150	Federal	TE, UE	1½-2	18-20	4	4½	5.00
270	Buda Motor	CTU			4	3¾	4.00	264	Federal	WE	3½		4	4½	6.70
273	Buda Motor	TU			4	4½	5.50	149	Federal	5-D	1	17-20	4	3¾	3.60
274	Buda Motor	WEA			4	4½	5.00	112*	Ford	All			4	3¾	
265	Buda Motor	HTU			4	4½	5.50	148	Fourschler	A, AX	1-1½		4	3¾	3.60
126	Buffalo	E	1½	1921	4	3¾	4.40	150	Fourschler	B, BX	2-3		4	4½	5.00
109	Chevrolet	GT	3¾-1		4	3½	2.90	270	Front Drive	C	1½		4	3¾	4.00
181	Climber	A-20	1½	1921	4	3½	3.60	181	Fulton	A C	1	20-21	4	3¾	3.60
149	Clydesdale	32-C	1		4	3¾	3.60	148	G. M. C.	K16	1		4	3¾	3.60
150	Clydesdale	42-C	2½		4	4½	5.00	301	G. M. C.	K41A	2		4	4½	5.90
264	Clydesdale	90-C	3½		4	4½	6.70	264	G. M. C.	K71A, K101A	3½-5		4	4½	6.70
149	Collier	19	1½		4	3¾	3.60	268	Garford	25	1½		4	3¾	4.00
148	Collier	18	1		4	3½	3.60	265	Garford	70H	2		4	4½	5.50
150	Collier	21-22	2-2½		4	4½	5.00	266	Garford	77-D	3½		4	4½	6.40



GIBSON PISTONS FOR TRUCKS

No.	Make of Truck	Model	Capacity	Year	No. Cyl.	Dia.	Price	No.	Make of Truck	Model	Capacity	Year	No. Cyl.	Dia.	Price
270	Gary	F	1		4	3 3/4	4.00	150	L. M. C.	2-20	2 1/2	19-21	4	4 1/4	5.00
265	Gary	J	2 1/2		4	4 1/4	5.50	181	Luedinghaus	C	1	1921	4	3 3/4	3.60
266	Gary	K	3 1/2		4	4 1/4	6.40	264	Luedinghaus	W	1 1/2		4	4 1/2	6.70
149	Giant		1 1/2-2		4	3 3/4	3.60	133	Lycoming Motor				4	3 3/4	3.50
150	Giant	16	2	1920	4	4 1/4	5.00	149	Maccar		1		4	3 3/4	3.60
264	Giant		3 1/2		4	4 1/4	6.70	150	Maccar	L	1 1/2		4	4 1/4	5.00
265	Gersix	K	2		4	4 1/4	5.50	264	Maccar	H2, M2	2 1/2-3 1/2		4	4 1/2	6.70
266	Gersix		3		4	4 1/4	6.40	269	Maccar	G	7	19-21	4	4 1/4	6.70
150	Gove	A 1	2 1/2	1921	4	4 1/4	5.00	266	MacDonald	A	7		4	4 1/2	6.40
149	Graham Bros.	A	1 1/2		4	3 3/4	3.60	307	Mack	A B	1 1/2-2 1/2		4	4	6.00
149	Gramm-Bern	15	1 1/2		4	3 3/4	3.60	274	Master	J W	1 1/2		4	4 1/4	5.00
150	Gramm-Bern	20	2		4	4 1/4	5.00	265	Master	DL, WL, DW	2 1/2		4	4 1/4	5.50
149	Grant		1 1/2		4	3 3/4	3.60	266	Master	AL, EL, AE	3 1/2		4	4 1/2	6.40
150	Grant		2		4	4 1/4	5.00	115	Maxwell	25	1 1/2		4	3 3/4	3.30
149	Hahn	J-4	1		4	3 3/4	3.60	150	Menges	B	2-2 1/2		4	4 1/4	5.00
150	Hahn	CD	1 1/2		4	4 1/4	5.00	149	Menominee	H T	1		4	3 3/4	3.60
264	Hahn	EE, F	2 1/2-3 1/2		4	4 1/2	6.70	150	Menominee	D	2		4	4 1/4	5.00
269	Hahn	FE	5	20-21	4	4 1/2	6.70	264	Menominee	G	3 1/2		4	4 1/2	6.70
149	Hall		1 1/2		4	3 3/4	3.60	133	Meyers		1 1/2		4	3 3/4	3.50
150	Hall		2 1/2		4	4 1/4	5.00	150	Moreland	21-B	1 1/2		4	4 1/4	5.00
264	Hall		3 1/2-5		4	4 1/2	6.70	264	Moreland	21-C	2 1/2		4	4 1/2	6.70
274	Harvey	WEA	1 1/2-2	1921	4	4 1/4	5.00	269	Moreland	20G, 20J	4-5		4	4 1/4	6.70
265	Harvey	WFA	2 1/2		4	4 1/4	5.50	150	Muskegon	20-2			4	4 1/4	5.00
266	Harvey	WHA, WKA	3 1/2-5		4	4 1/2	6.40	181	Napoleon	7	3/4	20-21	4	3 3/4	3.60
149	Hawkeye	K	1 1/2		4	3 3/4	3.60	309	Nash	201 B	1		4	3 3/4	4.40
265	Hawkeye	M	2		4	4 1/4	5.50	265	Nash	Quad			4	4 1/4	5.50
266	Hawkeye	N	3 1/2	20-21	4	4 1/2	6.40	150	Nelson-Lemmon	F-1	1	19-20	4	4 1/4	5.00
268	Hawkeye	K	1 1/2	18-21	4	3 3/4	4.00	150	Nelson-Lemmon	F1 1/2, F2	1 1/2-2		4	4 1/4	5.00
265	Hendrickson	N, M	2 1/2-3 1/2		4	4 1/4	5.50	264	Nelson-Lemmon	F3 1/2	3 1/2		4	4 1/2	6.70
270	Hewitt-Ludlow		1 1/2	20-21	4	3 3/4	4.00	269	Nelson-Lemmon	FC5	5		4	4 1/4	6.70
274	Hewitt-Ludlow		2		4	4 1/4	5.00	150	Netco	D	2		4	4 1/4	5.00
265	Hewitt-Ludlow		2 1/2		4	4 1/4	5.50	264	Netco	H	2 1/2	18-21	4	4 1/2	6.70
266	Hewitt-Ludlow		3 1/2-5		4	4 1/2	6.40	150	Niles	E	2		4	4 1/4	5.00
149	Higrade	A-18	2		4	3 3/4	3.60	266	Noble	E-70, D-50	2 1/2-3 1/2	20-21	4	4 1/2	6.40
148	Hoover		1-1 1/2		4	3 1/4	3.60	270	Noble	A20, B-30	1-1 1/2		4	3 3/4	4.00
149	Huffman	B	1		4	3 3/4	3.60	133	Norwalk	25E, 35E	1-1 1/2		4	3 1/2	3.50
268	Huffman	C	2		4	3 3/4	4.00	150	North Western		2		4	4 1/4	5.00
265	Hurlburt		2 1/2		4	4 1/4	5.50	149	Ogden	A-1	1 1/2		4	3 3/4	3.60
266	Hurlburt				4	4 1/4	6.40	150	Ogden	E	2 1/2		4	4 1/4	5.00
268	Hurlburt				4	3 3/4	4.00	150	O. K.	K-1	1 1/2		4	4 1/4	5.00
265	Huron	Mich	2 1/2	1921	4	4 1/4	5.50	265	O. K.	M-M1	2 1/2	20-21	4	4 1/4	5.50
270	Huron	Erie	1 1/2	1921	4	3 3/4	4.00	266	O. K.	M-M1	3 1/2	20-21	4	4 1/4	6.40
148	Independent		1		4	3 3/4	3.60	273	O. K.		2 1/2-3		4	4 1/4	5.50
149	Independent	G 1 A	1 1/2		4	3 3/4	3.60	149	Old Hickory	W	1		4	3 3/4	3.60
150	Independent		2		4	4 1/4	5.00	272	Old Reliable	K L M	7		4	4 1/4	8.00
271	Indiana	12	1 1/4		4	3 3/4	4.10	109	Oldsmobile		1		4	3 1/2	2.90
272	Indiana		5		4	4 1/4	8.00	265	Olympic		2 1/2	20-21	4	4 1/4	5.50
442	International				4	4 1/4	6.40	181	Oshkosh	A-A-A	2	20-21	4	3 1/2	3.60
551	International				4	4	6.00	124	Overland Express	83-BOE	1		4	4 1/4	4.80
133	International Speed Truck		3/4	16-18	4	3 3/4	3.50	312	Packard	3-48 E-57	1-2		4	4	5.00
264	Jackson	4WD	3 1/2		4	4 1/4	6.70	313	Packard	5-48 E D	3-4		4	4 1/2	6.70
265	Jumbo	25	2 1/2		4	4 1/4	5.50	150	Paige	B	1 1/2		4	4 1/4	5.00
266	Jumbo	30	3		4	4 1/4	5.50	264	Paige	51-18	3 1/2		4	4 1/2	6.70
270	Jumbo	15, 20	1 1/2-2		4	3 3/4	4.00	149	Patriot Revere		1		4	3 3/4	3.60
266	Jumbo	35, 40	3 1/2-4		4	4 1/4	6.40	148	Pioneer		1		4	3 3/4	3.60
149	Kalamazoo	G1, C2	1 1/2		4	3 3/4	3.60	149	Pioneer	59	1 1/2		4	3 3/4	3.60
145	Kankakee	E-EP	2 1/2	19-21	6	3 1/2	4.00	150	Pioneer		2		4	4 1/4	5.00
148	Kankakee		2 1/2		4	3 1/2	3.60	264	Pioneer		3 1/2-5		4	4 1/2	6.70
265	Karavan		2 1/2		4	4 1/4	5.50	150	Pittsburger		2 1/2-3		4	4 1/4	5.00
181	Kearns	1 1/2	19-21	4	3 1/2	3.60	133	Premocar	B-143	1 1/2	20-21	4	3 1/2	3.50	
265	Keldon		2		4	4 1/4	5.50	148	Rainier	C-21	3/4-1		4	3 1/2	3.60
304	Kelly Springfield K31-K38	1 1/2-2 1/2	4		4	3 3/4	3.60	149	Rainier	R11, R19, R16	1 1/2		4	3 3/4	3.60
305	Kelly Springfield K40-42-50	3 1/2-7	20-21	4	4 1/2	6.40	150	Rainier	R-18	2-2 1/2		4	4 1/4	5.00	
268	Keystone	40	2		4	3 3/4	4.00	264	Rainier	R-20	5		4	4 1/2	6.70
150	King Zeitler		2		4	4 1/4	5.00	149	Ranger	R-17	2		4	3 3/4	3.60
264	King Zeitler				4	4 1/4	6.70	206	Reo	TK 20-2	3/4-1 1/4		4	4 1/4	5.26
150	Kleiber	A, AA, BB	1 1/2-2	15-20	4	4 1/4	5.00	150	Reliance	10A	1 1/2		4	4 1/4	5.00
264	Kleiber	B, C	2 1/2-3 1/2		4	4 1/2	6.70	265	Reliance	20-B	2 1/2		4	4 1/4	5.50
181	Koehler	D	1 1/2	20-21	4	3 3/4	3.60	149	Republic	11 X	1 1/2		4	3 3/4	3.60
150	Lange	B	2-2 1/2	13-17	4	4 1/4	5.00	150	Republic	19	2 1/2	19-21	4	4 1/4	5.00
149	Larrabee	U	1 1/2		4	3 3/4	3.60	319	Republic		3/4		4	3 1/4	3.20
150	Larrabee	S K	2 1/2	16-20	4	4 1/4	5.00	320	Republic	19	2 1/2		4	4 1/4	5.90
264	Larrabee Deyo	L	3 1/2	20-21	4	4 1/2	6.70	264	Republic	20	3 1/2		4	4 1/2	6.70
269	Larrabee Deyo	W	5	20-21	4	4 1/4	6.70	557	Ricker	ALL			4	4 1/4	5.50



GIBSON PISTONS

FOR TRUCKS

No.	Make of Truck	Model	Capacity	Year	No. Cyl.	Dia.	Price	No.	Make of Truck	Model	Capacity	Year	No. Cyl.	Dia.	Price
270	Rumely	A	1½	20-21	4	3¾	4.00	266	Traylor	E, F	4-5		4	4½	6.40
149	Sandow	C, CG	1-1½		4	3¾	3.60	271	Triangle	A, AA, C	1½-2		4	3¾	4.10
150	Sandow	25	2½		4	4¼	5.00	270	Triumph	HC, HB	1½-2		4	3¾	4.00
264	Sandow	M, L	3½-5		4	4½	6.70	265	Ultimate	AJ, C, BL	2-2½-3		4	4¼	5.50
150	Sanford	25	2½		4	4¼	5.00	270	United	A	1½		4	3¾	4.00
264	Sanford	W-50 35	3½-5		4	4½	6.70	265	United	B, C	2½-3½		4	4¼	5.50
273	Schacht		2-2½		4	4¼	5.50	266	United	V	5		4	4½	3.40
265	Schacht		3½	1918	4	4¼	5.50	270	Ursus	U-40	1½	1921	4	3¾	4.00
266	Schacht		5		4	4½	6.40	273	Ursus	V-50	2½	1921	4	4¼	5.50
268	Schwartz	BW	1½		4	3¾	4.00	149	U. S.		1½		4	3¾	3.60
150	Schwartz		2½		4	4¼	5.00	150	U. S.		2½		4	4¼	5.00
265	Schwartz	CWS-CW-CWL	2½	19-21	4	4¼	5.50	264	U. S.		4		4	4½	6.70
266	Schwartz		5		4	4½	6.40	272	U. S.		6		4	4½	8.00
149	Selden	1½A	1½		4	3¾	3.60	149	Vellie	46	1½		4	3¾	3.60
150	Selden	2½A	2½		4	4¼	5.00	150	Vellie		2		4	4¼	5.00
264	Selden	3½A	3½		4	4½	6.70	265	Walker-Johnson	B	2½	20-21	4	4¼	5.50
269	Selden	5 A	5		4	4¾	6.70	264	Watson	N	3½	19-21	4	4½	6.70
126	Service	220	1		4	3¾	4.40	271	Watson	B	¾	20-21	4	3¾	4.10
265	Service	36, 51, 71	1½-3½		4	4¼	5.50	271	Waukesha Motor	B, BUX			4	3¾	4.10
266	Service	76, 101	3½-5		4	4½	6.40	272	Waukesha Mot.	P, P, P7			4	4¼	8.00
150	Signal	J	2½	16-21	4	4¼	5.00	327	White	GK	¾-2		4	3¾	5.50
264	Signal	M	3½	16-21	4	4½	6.70	329	White		45		4	4¼	5.00
269	Signal	R	5	19-21	4	4¾	6.70	332	White	GNI, GNB			4	4¼	5.00
149	Southern	10, 15	1-1½		4	3¾	3.60	555	White	GK			4	3¾	4.10
265	Southern	20	2		4	4¼	5.50	149	White Hic.	EH	1½		4	3¾	3.60
268	Southern	10	1	20-21	4	3¾	4.00	150	White Hic.	K	2½		4	4¼	5.00
149	Standard	1-K	1-1½		4	3¾	3.60	271	Wihita	K, L, M, R	1½-2-2½		4	3¾	4.10
150	Standard	76	2½-3		4	4¼	5.00	266	Wilcox	E	3½	1921	4	4¼	6.40
266	Standard	66	3½-4		4	4½	6.40	270	Wilcox	A	1	19-20	4	3¾	4.00
269	Standard	5K	5		4	4¾	6.70	150	Wilson	EA	2½		4	4¼	5.00
149	Stewart	9	1½		4	3¾	3.60	264	Wilson	G	3½		4	4½	6.70
150	Stewart	7	2		4	4¼	5.00	181	Winther		1	19-21	4	3¾	3.60
181	Stewart	15	1	1921	4	3½	3.60	293	Wisconsin Motor				4	4¼	7.00
265	Stewart	7 X	2½	20-21	4	4¼	5.50	150	Witt-Will	P	2	15-21	4	4¼	5.00
266	Stewart	10	3½	20-21	4	4½	6.40	149	Wolverine	C, D	1		4	3¾	3.60
149	Stoughton	A, B	1-1½		4	3¾	3.60	181	Yale	A	1½	1921	4	3¾	3.60
265	Stoughton	EF	2-3		4	4¼	5.50	149	Yellow Cab	M-21	¾	20-21	4	3¾	4.00
150	Success	B	2½	1920	4	4¼	5.00	149	Yellow	M-41	1¼	20-21	4	3¾	4.00
150	Sullivan	E	2		4	4¼	5.00								
266	Sullivan	H	3½		4	4½	6.40								
149	Superior	D	1		4	3¾	3.60								
150	Superior	E	2		4	4¼	5.00								
133	Texan	A38, K39	¾-1½		4	3½	3.50								
150	Tiffin	C W, M W	1½-2½		4	4¼	5.00								
264	Tiffin	P W	3½		4	4½	6.70								
269	Tiffin	F-50, F-60	5-6		4	4¾	6.70								
150	Titan		2½		4	4¼	5.00								
265	Titan	T S	2½		4	4¼	5.50								
266	Titan		3½-5		4	4½	6.40								
150	Tower	J H	1½-2½		4	4¼	5.00								
264	Tower	G	3½		4	4½	6.70								
149	Traffic		1½-2		4	3¾	3.60								
149	Transport	20, 30	1-1½		4	3¾	3.60								
150	Transport		2		4	4¼	5.00								
264	Transport	70	3½	20-21	4	4½	6.70								
126	Traylor	B	1½		4	3¾	4.40								
265	Traylor	D	3		4	4¼	5.50								

ALPHABETICALLY ARRANGED LIST OF GIBSON PISTONS FOR TRACTORS

No.	Make of Tractor	Model	Year	No. Cyl.	Dia.	Price
266	Depue	A	19-21	4	4½	6.40
264	Dill	D	18-21	4	4¼	6.70
133	Fageal	D	20-21	4	3½	3.50
266	Farquar			4	4½	6.40
144	Fordson		18-21	4	4	3.80
272	Grain Belt	A	17-21	4	4¾	8.00
272	Gray		1920	4	4¾	8.00
264	Linn	H 4 J		4	4½	6.70
361	Moline Univ.	D	18-21	4	3¾	4.50
361	Moline Orch.			4	3¾	5.50
330	Sampson Tractor			4	4	3.80
272	Topp-Stewart		19-21	4	4¾	8.00

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Our Part No.	No. of Cyl.	Car Part Number	Name of Car	Year	Standard Size	Model	Motor	Our List Price
61	4		Allen	1916-18	1.000 x 3 1/4	34, 35, 37, 41	Own	\$1.00
62	4		Allen	1919-20	.875 x 3 1/4	43	Own	.95
1	6	7WA103	Anderson	1916	.875 x 3 1/4	200A	Continental 7W	.68
41	6	7RA106	Anderson	1920-21	.860 x 3 1/4	6-D, Series 30	Continental 7R	.65
34	6	9N202	Anderson	1920-21	1.15675 x 3 1/4	70	Continental 9N	1.10
63	8		Apperson	1918-20	.937 x 2 3/4	8-19, 8-20, Ann	Own	.90
124	4		Apperson	1920-21	1.0625 x 3 1/4	Jack Rabbitt	Buda	1.20
1	6	7WA103	Auburn	1920	.875 x 3 1/4	H, 6-30	Continental 7W	.68
2	6	6AA212	Auburn	1920	1.09375 x 3 1/4	J	Continental 7N	.80
34	6	9N202	Auburn	1921	1.15675 x 3 1/4	44	Continental 9N	1.10
41	6	7RA106	Auburn	1920-21	.860 x 3 1/4	6-39 Beauty	Continental 7R	.65
160	6		Auburn	1920-21	1.000 x 2 3/4	6-38-6-39	Teeter	.80
185	6		Auburn	1923	.875 x 3 1/4		Weidely	1.00
28	6	35276	Buick	1916-17	.750 x 2 1/4	D45 Light	Own	.70
29	6	33550	Buick	1916-17	.875 x 2 1/4	D45 Heavy	Own	.70
30	4-6	30249	Buick	1914-17	.927 x 3 1/4	B37, C36-37, D43-54-55, C54-55	Own	.75
31	4-6	22206	Buick	1918-20	.750 x 3 1/4	E44-45-46-47-48-50, E34-35, H44-45-46-47-49-50, D34-35, K44-45-46-47-49-50	Own	.70
32	6	44312	Buick	1921	.96875 x 3 1/4	I44-45-46-47-49-50	Own	.75
161	4	10766	Buick	1914-15	.740 x 3 1/4	B24-25, C24-25	Own	.85
31A	4-6		Buick	1923	.750 x 3 1/4		Own	.70
92	4		Briscoe	1918-20	1.000 x 2 1/4	4-34	Own	.90
92B	4		Briscoe	1915-17	.750 x 2 1/4	4-24	Own	.80
92C	4		Briscoe		.750 x 3		Own	.80
19	8	A448-6773	Cadillac	1918-21	.750 x 2 1/4	55, 56, 57, 58, 59, 61	Own	.85
94	8	A446-30891	Cadillac	1916	.625 x 3	53	Own	.90
95	8		Cadillac	1915-16	.656 x 2 1/4	51	Own	.90
24	6	A3257	Chalmers	1916-19	.8125 x 3 1/4	35A, 35B, 35C	Own	.80
64	6	A3295	Chalmers	1920-21	.8125 x 2 3/4	35C, Speedster	Own	.85
65	6		Chalmers	1915-16	.8125 x 2 3/4	32A, 32B, Early 32C	Own	.85
26	6	10794	Chandler	1917-19	.750 x 3 1/4	N86	Own	.70
33	6	11282	Chandler	1920-21	.96875 x 3 1/4	Six-30	Own	.75
26	4	428	Chevrolet	All	.850 x 3 1/4	490, F, FA, FB, 1-ton truck	Own	.70
66	4	42169	Chevrolet	1917-21	.850 x 3 1/4	D, Baby Grand, FB	Own	.85
10	4		Cole	1914-15	.9995 x 3 1/4	31, 32, 33	Northway	1.30
23	8	4568	Cole	1916-21	.856 x 3 1/4	8-60, 8-60, 8-70	Northway	.70
1	6	7WA103	Columbia	1920-21	.875 x 3 1/4	6-CD, 8-62, 8-70	Continental 7W	.68
41	6	7RA106	Columbia	1920-21	.860 x 3 1/4	6-CS	Continental 7R	.65
97	6	1353	Cleveland	1919-20	.8437 x 2 1/4	40	Own	.90
41	6		Davis	1920-21	.860 x 3 1/4	18	Continental 7R	.65
1	6		Davis	1916-19	.875 x 3 1/4	46, 51, 55	Continental 7W	.68
2	6		Davis	1917-18	1.09375 x 3 1/4	J, J-1	Continental 7N	.80
13	4	A2508	Dodge	All	.8125 x 3 1/4	All	Own	.65
67	4	11A534	Dort	1920-21	.875 x 3 1/4	15	Lycorning	.95
67B	4	5A310	Dort		.875 x 3	6-A	Own	.95
84	8	840	Duesenberg	1920-21	.7495 x 2 3/4	840	Own	1.00
107	6		Durant	1922	.873 x 2 1/4	B-22	Ansted	1.00
105	4		Durant	1922	.850 x 3 1/4	A-22	Own	1.00
1	6	7WA103	Elcar	1918-21	.875 x 3 1/4	D-6, E, G	Continental 7W	.68
41	6	7RA106	Elcar	1918-21	.860 x 3 1/4	18, K, G	Continental 7R	.65
67	4		Elcar	1918-21	.875 x 3 1/4	4-D	Lycorning	.95
16	6	H8053	Elgin	1918-21	.740 x 2 1/4	6-K, R, XE	Falls	.80
17	6	882	Elgin	1917-18	.740 x 2 1/4	6, LM	Falls	.80
1	6	7WA103	Empire	1918-19	.875 x 3 1/4	73	Continental 7W	.68
96	8		Empire		.750 x 2 1/4		Rutenber	.90
49	4	50118	Essex	1920-21	.875 x 2 1/4	A	Own	.80
11	4	3022	Ford	All	.740 x 3 1/4	T, Truck	Own	.34
163	4		Fordson	All	1.375 x 3 1/4	All	Own	1.15
56	6	19A	Franklin	1916-21	.875 x 2 3/4	Series 9, 9A, 9B	Own	.75
16	6		Grant	1917-19	.73925 x 2 1/4	T, V, K	Falls	.80
17	6	80389	Grant	1917-20	.740 x 2 1/4	H, HY	Falls	.80
18	6	7294	Grant	1921	.875 x 2 3/4	H, HX	Walker	.90
67	4		Gardner	1920-21	.875 x 3 1/4	G, G3, G5	Lycorning	.95
21	6	13854	Haynes	1918	1.000 x 3 1/4	38, 39	Own	.90
68	6	9030	Haynes	1915-17	1.000 x 3 1/4	30, 33, 34, 35, 37	Own	1.00
69	6	17489	Haynes	1919-21	1.000 x 3 1/4	45, 47	Own	1.00
70	12	12202	Haynes	1917-19	.875 x 2 3/4	40, 41, 43, 44, 46, 48	Own	1.00
69A	6		Haynes	1922	1.000 x 3 1/4	55	Own	1.00
87	6		Haynes	1921-22	1.000 x 3 1/4		Own	1.00
22	6	13093	Hudson	1916-20	1.09375 x 3 1/4	Super Six	Continental 7N	.95
2	6	6AA212	Hudson	1915	1.09375 x 3 1/4	6-40	Own	.80
45	4	45152B	Hupmobile	1918-21	.865 x 2 1/4	R1, R2, R3	Own	.90
71	4	40045	Hupmobile	1915-17	.865 x 3	K	Own	1.00
72	4	45152A	Hupmobile	1916-17	.9375 x 3 1/4	N	Own	1.00
73	4		Hupmobile		.750 x 2 3/4	32	Own	.90
2	6	BA1251	Jordan	1917-18	1.09375 x 3 1/4	M	Continental 7N	.80
34	6	CA1056	Jordan	1919-21	1.15675 x 3 1/4	F-7 Passenger	Continental 9N	1.10
41	6	17A1256	Jordan	1919-21	.860 x 3 1/4	M-5 Passenger	Continental 7R	.65
51	8		King	1916-17	.750 x 2 1/4	DE, EE, F, G, H	Own	.90
52	8		King	1915	.625 x 2 1/4	D	Own	.90
53	8		King	1918-20	.875 x 2 1/4	H	Own	.90
101	6		Kissel	1917	1.125 x 3 1/4	6-42	Own	1.35
102	6		Kissel	1918	.875 x 3 1/4	D-6, 38	Own	1.00



GIBSON PISTON PINS

Our Part No.	No. of Cyl.	Car Part Number	Name of Car	Year	Standard Size	Model	Motor	Our List Price
103 1	6 6	7WA103	Kissel Kissel	1916-19 1919-21	1.125 x 3 3/4 .875 x 3 1/2	4-32 100	Own Continental 7W	\$1.35 .68
1 2 107 1 76 104 105 34	6 6 6 6 6 6 6 6	7WA103 6AA212 7RA106 7WA103 7WA103 9N202 9N202 9N202	Lexington Lexington Lexington Lexington Liberty Liberty Loocomobile Loocomobile Leach	1916-19 1916-17 1920-21 1921 1919 1920-21 All All 1920-21	.875 x 3 1/2 1.09375 x 3 3/4 .860 x 3 3/4 .875 x 2 3/4 .875 x 3 1/2 .875 x 2 3/4 .9375 x 4 1.125 x 4 1/4 1.15675 x 3 3/4	6016-17, R-18, R19 6L, 6N 6R 6-T, 21 10B 10C 6-38 6-48, 48-RD, LD, M5-6-7, 2-48, 20-A [4-48]	Continental 7W Continental 7N Continental 7R Ansted Continental 7W Own Own Own Continental 9N	.68 .80 .65 .75 .68 .90 1.10 1.40 1.10
77 78 27 27B 42 43 36 1 2 34 41 96 12 12B 12C	6 6 4 4 4 4 6 6 6 6 6 6 4 4 4	A103 B103A B599 30321 D143 E165 E367 C250 7WA103 6AA212 9N202 7RA106 Moon Moon Moon Moon Metz Monroe 112 M2 M3	Marmon Marmon Maxwell Maxwell Mitchell Mitchell Moline Tract. Moon Moon Moon Moon Metz Monroe Monroe Monroe Monroe Monroe	1916-19 1920-21 1914-20 1921 1916-18 1919-21 1916-19 1917-20 1919 1919-21 1920-21 1920-21 1919-20 1919-20 1915-17 1917-18	1.125 x 3 1/4 1.1875 x 3 3/4 .750 x 3 1/2 .749 x 3 .985 x 2 1/2 .985 x 3 1/2 1.000 x 3 3/4 .875 x 3 1/2 1.09375 x 3 3/4 1.15675 x 3 3/4 .860 x 3 1/2 .750 x 2 1/2 1920-21 1919-20 1915-17 1917-18	34 34B 25, 1-ton Truck 25 D40, E40 C42, E42, F40 6-45 6-60, 6-66, 6-68 6-60 6-48 Master 6 B	Own Own Own Own Own Own Continental 7W Continental 7N Continental 9N Continental 7R Rutenber Falls Own Own Own	1.10 1.10 .70 .60 .80 .90 1.30 .68 .80 1.10 .65 .90 .80 .85 .85 .90
58 2 34 22 160	6 6 6 6 6	30457 6AA212 9N202 9N202 9N202	Nash National National National McFarlan	1918-21 1917-19 1916 1920-21 All	.9375 x 3 1.09375 x 3 1/4 1.15675 x 3 1/4 1.09375 x 3 1/2 750 x 2 1/2	681, 2-3-4-5-6-7 AF, AL A, C, Sextet 127	Own Continental 7N Continental 9N Own Teeter	.80 .80 1.10 .95 .80
3 4 23 3 4 83 5 6 7 8 1 2	6 6 4-8 8 8 4 4 4 4 4 6 6	602456 C-3536 C-1896 44A32 37A39 326459 3364 19280 16755 300313 7WA103 6AA212	Oakland Oakland Oakland Oldsmobile Oldsmobile Oldsmobile Overland Overland Overland Overland Overland Overland	1916-17 1918-21 1916-17 1916-17 1917-19 1919-21 1916-17 1917 1917 1920-21 1917 1916	.669 x 2 1/2 .668 x 2 1/2 .856 x 3 3/4 .669 x 2 1/2 .668 x 2 1/2 .850 x 2 1/2 .875 x 3 1/2 .875 x 3 1/2 .875 x 3 .734 x 2 1/2 .875 x 3 1/2 1.09375 x 3 3/4	32, 32A, 32B, 34 34B, 34C 35, 36, 37, 38, 48, 49, 50 44, 45, 45A, 45B 37A, 37B 43A 59, 69, 79, 81, 83, 85-4 90 75-B 4 85-6 82, 86, 88-6, 89-6	Northway Northway Northway Northway Northway Own Own Own Own Own Continental 7W Continental 7N	.60 .60 .70 .60 .60 .65 .70 .65 .65 .65 .68 .80
46 44 20 34 96 25 107 108 109 110 111	12 12 6 6 6 6 8 8 6 6 6	6443 9N202 3860A 3322B 7877A 1004 1004 1004 1004 1004	Packard Packard Paige Paige Paige Paige Peerless Peerless Premier Pierce-Arrow Pierce-Arrow	1916-17 1916 1920-21 1919-21 1917 1916-17 1921 1917-18 1919-21 1916-21 1917-20 1917-21	.750 x 2 1/2 .6875 x 2 1/2 1.000 x 2 1/2 1.15675 x 3 1/4 .750 x 2 1/2 1.09375 x 3 3/4 1.125 x 3 1/2 .875 x 3 1/2 .859 x 3 1/2 1.0625 x 3 3/4 1.250 x 4 1/2	2-25, 2-35, 3-25, 3-35 1-25, 1-35 6-42 6-55 6-38, 6-39 6-46, 6-51 6-66 Series 1 Series 6 6B, C, D 6-38 6-48	Own Own Own Continental 9N Rutenber Continental 7N Continental 5A Own Own Own Own Own	.80 .80 .90 1.10 .90 .80 1.00 .90 .90 1.70 1.90
48 81 82 2 34 83	4 6 6 6 6 6	1RA4 1T6A69 6AA212 9N202 17-2	Reo Reo Reo Roamer Roamer R & V Knight	1919 1919 1920-21 1917-18 1919-20 1920	1.235 x 3 3/4 1.235 x 3 1/2 .985 x 2 3/4 1.09375 x 3 3/4 1.15675 x 3 3/4 .90825 x 3 1/2	4 cyl., Speedwagon, Reo Truck 6 cyl. T6 R, A, D, 690 6-54, C, E 6J	Own Own Own Continental 7N Continental 9N Own	1.00 1.00 .80 .80 1.10 .90
84 85 12 4 86 12 16 14 112	6 6 4-6 6 4 6 4-6 4-6 4-6	4170S 7021 4612 1C676 D7-2 16990 32102 43312	Saxon Saxon Saxon Scripps-Booth Scripps-Booth Studebaker Studebaker Studebaker	1916-20 1915-18 1920-21 1919-20 1915-17 1920 1916-21 1920-21 1921	.625 x 2 1/2 .625 x 2 1/2 .999 x 2 1/2 .668 x 2 1/2 .7445 x 2 1/2 .999 x 2 1/2 1.125 x 3 1/2 1.000 x 3 1/2 .6865 x 2 1/2	6 cyl. 84, Y18 125-D 39, 39B C Salient 6-80 SF, ED, EG, 7 SH, EH EJ, Light 6	Own Own Own Northway Own Own Own Own Own	.60 .60 .85 .60 .75 .85 .90 .75 .70
165 88 55 113	6 6 4 4	5210 14918	Studebaker Stuts Sterns-Knight Templar	1915-16 1918-20 1916-21 1918-21	.875 x 3 1/2 1.125 x 3 3/4 .9887 x 3 3/4 1.000 x 3	Rearcat All 4-45	Own Own Own Own	.80 1.20 1.20 .90
1 2 17 41	6 6 6 6	7WA103 6AA212 717-A 7RA106	Vellie Vellie Vellie Vellie	1916-19 1915-19 1920-21 1920-21	.875 x 3 1/2 1.09375 x 3 3/4 .740 x 2 1/2 .860 x 3 1/2	22, 28, 38 15, 27, 39 34 48	Continental 7W Continental 7N Falls Continental 7R	.65 .80 .80 .68
1 2 34 41 9 47 87 114 116	6 6 6 6 4 8 8 6 6	7WA103 6AA212 9N202 7RA106 25269 27418 24470 2275 22A49	Westcott Westcott Westcott Westcott Willys-Knight Willys-Knight Willys-Knight Winton Winton	1919 1918 1920-21 1920-21 1919 1920 1917-20 1917-20 1917-20	.875 x 3 1/2 1.09375 x 3 3/4 1.15675 x 3 3/4 .860 x 3 1/2 1.0625 x 3 1/2 .9365 x 3 1/2 .9375 x 3 1/2 1.125 x 4 1/2 1.000 x 3 1/2	A38, B38 18 A48, G48 C-38 88-4 20 88-3 22, 24 2A, 22A, 25	Continental 7W Continental 7N Continental 9N Continental 7R Own Own Own Own Own	.65 .80 1.10 .65 1.30 1.10 1.15 1.20 1.05



GIBSON PISTON PINS FOR TRUCKS—OWN MOTOR

Our Part No.	No. of Cyl.	Car Part Number	Name of Car	Year	Standard Size	Model	Motor	Our List Price
136	2		Auto Car Trk.	1921	1.125 x 4 1/2	F, UF, UG, 2 ton	Own	\$1.25
13	4		Dodge	1917-21	.8125 x 3 3/4	C, 1/2 ton 3 1/2 ton	Own	.60
139	4		International		.858 x 3 3/8	D, F, H, K, 1 1/2	Own	1.10
140	4		International		1.300 x 3 3/8	F, H, G, New	Own	1.60
141	4		International		1.300 x 3 3/8	G, 2 ton	Own	1.80
142	4		Kelly-Sprgbd.	1919-21	1.125 x 3 3/8	K-30, K-31, 34, 36, 1 1/2, 2 1/2	Own	1.50
143	4		Kelly-Sprgbd.	1919-21	1.375 x 4	K-40, 41, 42, 50, 60, 3 1/2, 5, 6	Own	1.75
99	4		Kissel Trk.	1915-20	1.125 x 4	4-36, 2, 3 1/2	Own	1.45
103	4		Kissel Trk.	1919-20	1.125 x 3 3/8	4-32, 1, 1 1/2	Own	1.35
144	4		Mack Truck	1916-22	1.3125 x 3 3/8	AB, 1 1/2, 2, 5	Own	1.65
145	4		Mack Truck	1916-21	1.4375 x 4 1/8	AC, 5, 6 1/2, 7 1/2	Own	2.20
146	4		Oldsmobile	1919-21	.850 x 3 3/4	Economy	Mason	.75
147	4		Packard Trk.	1916-21	1.250 x 4 1/2	E3, E4, ED	Own	1.50
148	4		Packard Trk.	1916-19	1.125 x 3 3/8	E1, E1 1/2, E2	Own	1.30
149	4		Packard Trk.	1919-21	1.250 x 4 1/2	E5, E6, EF	Own	1.70
150	4		Pierce-Arrow	1915-21	1.0625 x 3 3/4	X, 2, 3, 4	Own Special	1.30
151	4		Pierce-Arrow	1915-20	1.250 x 4 1/8	R, 6, 7, 8, 9	Own Special	1.70
111	4		Pierce-Arrow	1921	1.125 x 4 1/8	W2, 3 1/2, R-10, 5	Own	1.70
48A	4		Reo Spd. Wgn.	1918-21	1.225 x 3 3/8	Speed Wagon	Own	1.00
154	4		Vim Truck	1914-19	.860 x 2 1/2	21, 26, 29, 30, 1/2 and 3/4	Own	.90
156	4		White Truck	1917-21	1.0475 x 3 1/2	GAH, GAKB, GK, GBBE, TBC, TJ, 15, 20, 40, 3 1/2, 2, 3	Own	1.25
157	4		White Truck	1919-21	1.375 x 3 1/2	GT, 45, 5 ton	Own	1.30
170	4		White Truck	1918-21	1.110 x 4	GM, GMT, GEO, GED, GM Touring, 2 ton	Own	1.20
174	4		White Truck	1918-21	1.1875 x 3 1/2	40, GO, 3 1/2	Own	1.00

*Note—For trucks using standard motors, refer to motor listing.

GIBSON PISTON PINS FOR STANDARD MOTORS

Our Part Number	No. of Cyl.	Motor	Model	Standard Size	Our List Price
107	6	Ansted		.873 x 2 1/4	\$1.00
133	4	Beaver	ML	.875 x 3 3/8	1.00
120	4	Buda	HU, HTU, IU	1.125 x 3 3/8	1.25
121	4	Buda	H, TU, T	1.0625 x 3 3/8	1.25
122	4	Buda	QU, SS	1.000 x 3 3/4	1.25
123	4	Buda	Y, YTU, SU	1.250 x 3 1/2	1.40
124	4	Buda	RU, WU, CTU	1.0625 x 3 3/8	1.20
1	6	Continental	7W, 7K, 8W	.875 x 3 3/8	.68
2	6	Continental	6A-H-N, 7D-H-N, 8D-H-N	1.09375 x 3 1/4	.80
34	6	Continental	9N	1.15675 x 3 1/4	1.10
35	6	Continental	SA	1.125 x 3 3/8	1.00
41	6	Continental	7R	.860 x 3 3/8	.65
116	4	Continental	NA, N, 3 1/4	1.09375 x 3 3/8	.80
117	4	Continental	CA, C2, C4	1.21875 x 3 3/8	.95
118	4	Continental	A-202, B-2	1.375 x 4 1/8	1.30
119	4	Continental	E, E-4, E-7	1.4375 x 4 1/8	1.30
184	6	Continental	Y	.7495 x 2 1/2	1.00
16	6	Falls	V-11,000	.740 x 2 1/2	.80
17	6	Falls	T-800	.740 x 2 1/2	.80
167	6	Hershall-Spillman	11,000	.875 x 3	.90
180	4	Hershall-Spillman	7,000	.875 x 3 1/2	.95
172	4	Hinkley		1.250 x 4 1/8	1.60
159	4	LeRoi, 1920	1920	.750 x 2 1/4	.85
181	4	LeRoi, 1920	2-C	.620 x 2 1/4	.80
67	4	Lycoming	K	.875 x 3 3/4	.95
67B	4	Lycoming	L	.875 x 3	.95
3	6-8	Northway	107, 108, 109	.668 x 2 1/8	.60
4	6	Northway	110, 111	.668 x 2 1/8	.60
10	4	Northway	40	.965 x 3 1/2	1.30
23	6-8	Northway	308, 309	.856 x 3 3/8	.70
96	6	Rutenber	22, 25	.750 x 2 1/2	.90
106	6	Tector		1.000 x 4	1.10
106-B	6	Tector		1.000 x 4 1/8	1.40
160	6	Tector	19-T	1.000 x 2 1/2	.80
162	6	Tector		1.000 x 3 3/8	1.10
125	4	Waukesha	BX, BUX	1.000 x 3 1/2	1.25
135	4	Waukesha		1.000 x 3 3/8	1.20
152	4	Waukesha	TU	1.000 x 3 3/4	1.10
153	4	Waukesha	P, PU-4, PU-7	1.500 x 4	2.50
164	4	Waukesha	BU, 4-R	1.250 x 3 1/2	1.40
173	4	Waukesha	N, NUR, 4	1.250 x 4	1.50
89	4	Weidely	MB, 2792	1.000 x 3.218	1.00
90	4	Weidely	M-659	1.000 x 3.3437	1.00
91	4	Weidely	M-659-B	1.000 x 3.594	1.00
126	4	Wisconsin	EAU, TAU	1.186 x 3 3/8	1.30
127	4	Wisconsin	UAU	1.1875 x 3 3/8	1.40
128	4	Wisconsin	UU, B	1.1875 x 3 3/8	1.50
129	4	Wisconsin	AU	1.1875 x 4 1/8	1.50
130	4	Wisconsin	J, JR, JU	1.1875 x 4 1/8	1.60
131	4	Wisconsin	RAU	1.375 x 4 1/8	1.60
132	4	Wisconsin	RRU	1.375 x 4 1/8	1.60



DIE CAST AND BRONZE BACK BEARINGS PHOSPHOR BRONZE BUSHINGS

The line includes: 1—Connecting Rod Main and Camshaft Bearings (Die Cast and Bronze Back). 2—All-Phosphor Bronze Bushings for Piston Pins, Spring Eyes, Steering Knuckles and other miscellaneous uses. 3—Bolts and Nuts for Connecting Rods. 4—Brass Shims for Connecting Rod and Main Bearings. 5—Anchor Screws for Connecting Rod and Main Bearings. All materials are produced in accordance with the specifications of the Society of Automotive Engineers and are manufactured by the makers of a large percentage of original equipment materials. Bearings are packed one pair to the carton and the list prices shown are per pair. Bushing list prices shown are per "each." Nuts and Bolts are packed in cartons from 4 to 12 to the carton, and list prices shown are "each." Shims are packed 100 to the package, assorted thicknesses as follows—40-.002, 401.005, 10-.010, 10-.015. List prices shown are per package. The suffix "B" on a Bearing stock number indicates Bronze Back, otherwise Die Cast.

We can supply Bearings for practically all cars. If you do not find the Bearings listed, send us your order.

Make—Part—Model	Stock No.	List	Make—Part—Model	Stock No.	List
Allen 37, 1916-17—			Bethlehem Truck, K ¾ Ton, 1920—		
Brg. Con. Rod.....	7060	\$1.24	Bush. Front Spr.....	K3W	.32
Allen 41, 1919-22—			Bethlehem Truck, A 1¼ & D 1½, 1917-19—		
Brg. Front M.....	6541B	2.69	Bush. Spr.....	K3V	.30
Brg. Rear M.....	6542B	3.30	Bush. Rear Spr.....	M5V	.34
Allis Chalmers Tractor 18-30, 1920-21—			Birch 6-66 Light Six—	Herschell-Spillman,	11,000
Brg. Con. Rod & Front M.....	7110B	3.78	Bush. Front Spr.....	F18	.16
Brg. Center M.....	7112B	5.12	Bour Davis 21 (50), 1920-22—	Cont. 9N	
Brg. Rear M.....	7113B	6.14	Bush. Rear Spr Rear Eye, 1917.....	K3V	.30
American 6-A, 1916—	Rutenber 22		Bush. Rear Spr. Front Eye, 1917.....	M5V	.34
Bush. Front M. & Rear Spr. Rear Eye.....	K3U	.26	Briscoe, B-15 & 4-24, 1915-19—		
Bush. Rear Spr. Eye.....	M5U	.30	Brg. Con. Rod.....	6305B	1.54
American 6-B, 1917-20—	Rutenber 25		Brg. Front M.....	6306B	2.22
Bush. Front Spr. & Rear Spr. Rear Eye.....	K3U	.26	Brg. Rear M.....	6308B	2.97
Bush. Rear Spr. Front Eye.....	M5V	.34	Bolt Con. Rod.....	6305P	.18
American B, 1920—	Rutenber 25		Nut Con. Rod Bolt.....	6305N	.06
Bush. Front Spr.....	M5V	.34	Briscoe 4-34 Car, T-34 Truck, 1920-21—		
American C-60, 1920-22—	Herschell-Spillman,	11,000	Brg. Con. Rod.....	6665V	1.91
Bush. Front Spr. & Rear Spr.....	M5V	.34	Brg. Front M.....	6666B	2.79
Anstead Engine, 6—			Brg. Center M.....	6667B	2.05
Brg. Front M.....	7271B	3.10	Brg. Rear M.....	6668B	2.85
Brg. Center M.....	7272B	2.36	Brg. Rear Transmission.....	6669B	2.67
Brg. Rear M.....	7273B	2.10	Bush. Front Spr.....	F1RK	.13
Apperson Jack Rabbit, 1920-23—			Bush. Rear Spr.....	F1RK	.13
Bush. Piston Pin.....	6899X	.40	Brockway Truck, R-2, 3½ Ton,		
Bush. Front Spr.....	F1RK	.13	1919-22—	Cont. E4	
Bush. Rear Spr.....	H38	.16	Bush. Spr.....	M5V	.34
Auto Car Truck, 1½ & 2 Ton, 1914-22—			Bush. Spr.....	QK9XC	.80
Brg. Con. Rod.....	6680B	2.85	Buda Engine—		
Available Truck H2, 1922; 1½ Ton, 1920-22—			Brg. Con. Rod—Model LSU.....	6635	2.56
Bush. Front Spr.....	J2W	.30	Brg. Con. Rod—BU, QU, TU, OU, OM3, TM3.....	6115B	2.00
Available Truck I, 1 Ton, 1918-20—			Brg. Con. Rod—RU, RV, RW, W, WU, R.....	6140B	1.88
Bush. Front Spr. Rear Eye.....	K3U	.26	Brg. Con. Rod—HU, IU, ITU, HTU.....	6195B	2.49
Available Truck, 1½ Ton, 1920-22—			Brg. Con. Rod—YU, XTU, YTU.....	6200B	2.78
Bush. Rear Spr.....	P7X	.48	Brg. Con. Rod—DTU, CTU.....	6685B	2.34
Baker Electric, B. B. D.—			Brg. Con. Rod—BTU, ATU.....	6690B	3.57
Bush. Front Spr.....	H18	.19	Brg. Front M.—BU, QU, TU, OU, OM3, TM3.....	6116B	3.60
Bush. Rear Spr.....	M5U	.30	Brg. Front M.—RU, RV, RW, W, WU, R.....	6141B	3.42
Baker Electric, G. A. C.—			Brg. Front M.—HU, IU, ITU, HTU.....	6196B	3.80
Bush. Rear Spr. Rear Eye.....	M5V	.34	Brg. Front M.—YU, XTU, YTU.....	6201B	4.03
Beaver Engine, M, ML, N—			Brg. Front M.—DTU, CTU.....	6686B	3.30
Brg. Con. Rod.....	6040	1.22	Brg. Front M.—BTU, ATU.....	6691B	4.50
Brg. Con. Rod.....	6040B	2.46	Brg. Center M.—BU, QU, TU, OU, OM3, TM3.....	6117B	3.51
Brg. Con. Rod (with flanges).....	6040F	1.35	Brg. Center M.—RU, RV, RW, W, WU, R.....	6142B	3.54
Brg. Front M.....	6041B	3.60	Brg. Center M.—HU, IU, ITU, HTU.....	6197B	3.86
Brg. Center M.....	6042B	3.33	Brg. Center M.—YU, XTU, YTU.....	6202B	4.26
Brg. Rear M.....	6043B	4.13	Brg. Center M.—DTU, CTU.....	6687B	3.36
Bush. Piston Pin.....	6044X	.24	Brg. Center M.—BTU, ATU.....	6692B	4.92
Beaver Engine, JA & JB—			Brg. Rear M.—BU, QU, TU, OU, OM3, TM3.....	6118B	4.35
Brg. Con. Rod.....	6860B	3.25	Brg. Rear M.—RU, RV, RW, W, WU.....	6143B	3.81
Brg. Front M.....	6861B	4.68	Brg. Rear M.—R.....	6144B	4.23
Brg. Center M.....	6861B	4.68	Brg. Rear M.—HU, IU, ITU.....	6198B	4.50
Brg. Rear M.....	6863B	5.64	Brg. Rear M.—HTU.....	6199B	4.40
Beggs 20T, 1920-22—	Cont. 7R		Brg. Rear M.—YU, XTU.....	6203B	4.70
Bush. Front Spr.....	K3V	.30	Brg. Rear M.—DTU, CTU.....	6204B	5.22
Bush. Rear Spr.....	M5V	.34	Brg. Rear M.—BTU, ATU.....	6688B	3.84
Bethlehem Truck, F & FJ, 2½ & 3½ Ton,			Bush. Piston Pin—BU, QU, TU, OU, OM3, TM3.....	6693B	5.58
1919-20—			Bush. Piston Pin—LU, RU, RV, RW, W, WU, R.....	6119	.57
Brg. Con. Rod.....	6480	2.16	Bush. Piston Pin—HU, IU, ITU, HTU.....	6144X	.51
Brg. Front M.....	6481	2.88	Bush. Piston Pin—YU, XTU, YTU.....	6199X	.52
Brg. Center M.....	6482	2.88	Bolt Con. Rod—BU, QU, TU, OU, OM3, TM3.....	6204X	.66
Brg. Rear M.....	6483	5.40	HU, IU, ITU, HTU.....	6115E	.24
Bethlehem Truck, DG & EH, 1½ & 2½ Ton,			Bolt Con. Rod—YU, XTU, YTU.....	6200E	.24
1920—			Nut Con. Rod—Same Models as 6115E & 6200E.....	6005N	.03
Brg. Con. Rod.....	6475	1.71	Screws—Con. Rod & M—All Models.....	11	.80
Brg. Con. Rod.....	6476	3.75	Shims, Brass—Con. Rod—BU, QU, TU, OU, OM3, TM3.....	6115S	1.00
Brg. Con. Rod.....	6477	2.02	Shims, Brass—Con. Rod—RU, RV, RW, W.....	6140S	1.00
Brg. Con. Rod.....	6478	4.58	Shims, Brass—Con. Rod—HU, IU, ITU, HTU.....	6195S	1.20
Bethlehem Truck, 2¼ & 2½ Ton, 1919; F 1½					
Ton, 1919-20; B 2¼ Ton, 1917—					
Bush. Front Spr.....	K3UN	.30			





DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make-Part-Model	Stock No.	List
Buick		
Brg. Con. Rod—17, 1909-10.....	6900	2 20
Brg. Con. Rod—19, 21, 1909-10.....	6903	1 83
Brg. Con. Rod—10, 32, 33, 34, 35, 1911-12.....	6905	2 58
Brg. Con. Rod—26, 27, 29, 30, 31, 1912-13.....	7000	1 45
Brg. Con. Rod—B24, B25, C25, 1914-15.....	6470	1 08
Brg. Con. Rod—B54, 55, C54, 55, D54, 55; 4—B36, 37, 38, C36, 37, 1914-16.....	6285	1 00
Brg. Con. Rod—B54, 55, C54, 55, D54, 55; 4—B36, 37, 38, C36, 37, 1914-16.....	6285B	2 04
Brg. Con. Rod—D45 to 49, 1916 & Early 1917.....	6290	9 90
Brg. Con. Rod—D45 to 49, 1916 & Early 1917.....	6290B	1 74
Brg. Con. Rod—D45 to 49, 1916 & Early 1917.....	6300	9 98
Brg. Con. Rod—E, H & K, 1918-20.....	6710	1 10
Brg. Con. Rod—44 to 50, 1921-23.....	6820	1 07
Brg. Con. Rod—4—10, 32, 33, 34, 35, 1911-12; B24, 25, C25, 1914-15.....	6471	2 24
Brg. Front M.—B54, 55, C54, 55, D54, 55; 4—B36 to 38, C36, 37, 1914-16.....	6286B	3 46
Brg. Front M.—D45 to 49, 1916 & Early 1917.....	6291B	3 20
Brg. Front M.—D45 to 49, Late 1917.....	6301	1 50
Brg. Front M.—E, H & K, 1918-20.....	6711	1 06
Brg. Front M.—44 to 50, 1921-23.....	6821	1 80
Brg. Front Center M.—D45 to 49, 1916 & Early 1917.....	6292B	3 20
Brg. Front Center M.—D45 to 49, Late 1917.....	6302	1 50
Brg. Front Center M.—E, H & K.....	6712	1 56
Brg. Front Center M.—44 to 50, 1921-23.....	6822	1 50
Brg. Center M.—10, 32, 33, 34, 35, 1911-12.....	6467	1 84
Brg. Center M.—B24, 25, C25, 1914-15.....	6472B	3 71
Brg. Center M.—B54, 55, C54, 55, D54, 55; 4—B36, 37, 38, C36, 37, 1914-16.....	6287B	4 26
Brg. Rear M.—B24, 25, C25, 1914-15.....	6473	2 14
Brg. Rear M.—B54, 55, C54, 55, D54, 55; 4—B36 to 38, C36, 37, 1914-16.....	6288B	3 84
Brg. Rear M.—D45 to 49, 1916 & Early 1917.....	6293B	3 84
Brg. Rear M.—D45 to 49, Late 1917.....	6304	1 50
Brg. Rear M.—E, H & K, 1918-20.....	6714	1 92
Brg. Rear M.—44 to 50, 1921-23.....	6824	2 24
Brg. Rear Center M.—D45 to 49, 1916 & Early 1917.....	6294B	3 84
Brg. Rear Center M.—D45 to 49, Late 1917.....	6303	1 50
Brg. Rear Center M.—E, H & K, 1918-20.....	6713	1 98
Brg. Rear Center M.—44 to 50, 1921-23.....	6823	2 26
Brg. Con. Rod—E, H & K, 44 to 50, 1918-23.....	6710E	1 02
Nut Con. Rod Bolt—E, H & K, 44 to 50, 1918-23.....	6125N	.12
Bush. Piston Pin—B24, 25, C25, 1914-15.....	6474	.45
Bush. Piston Pin—B54, 55, C54, 55, D54, 55; 4—B36 to 38, C36, 37, 1914-16.....	6289	.30
Bush. Piston Pin—D45 to 49, 1916 & Early 1917.....	6294X	.17
Bush. Piston Pin—E, H & K, 1918-20.....	6714X	.22
Bush. Piston Pin—44 to 50, 1921-23.....	6824X	.27
Bush. Piston Pin—D45 to 49, Late 1917.....	6304X	.14
Bush. Front Spr.—B24, 25, C25, 1914-15.....	J2S	.22
Bush. Front Spr.—D45 to 49, 1916 & Early 1917.....	H2U	.22
Bush. Front Spr.—E, H & K, 44 to 50, 1918-23.....	H2U	.22
Bush. Rear Spr.—D34, 35; E34, 35, 37, 1916 to Early 1918.....	H2U	.22
Bush. Rear Spr. Front Eye—D & E, 1916-18.....	J2W	.30
Bush. Rear Spr. Rear Eye—D & E, 1916-18.....	K3W	.32
Bush. Spr.—Part No. 30309.....	H2S	.21
Bush. Spr.—Part No. 39236.....	P7W	.40
Bush. Spr.—Part No. 33765.....	H2U	.22
Bush. Spr.—Part No. 44115.....	P7TD	.30
Bush. Spr. Shaekle-Part No. 33602.....	NGW8	.46
Bush. Spr. Shaekle-Part No. 22838.....	NGTD	.28
Bush. Spr. Shaekle-Part No. 44142.....	P7U	.32
Bush. Pan Shaft-Part No. 15129.....	K3M	.14
Bush. King Bolt-Part No. 6730.....	Q9PD	.22
Bush. Pinion Shaft Front-Part No. 15729.....	L5RD	.19
Bush. Rocker Arm-Part No. 15729.....	E 8F	.11
Bush. Rocker Arm-Part No. 36234.....	E 8G	.11
Bush. Rocker Arm-Part No. 30172.....	H3J	.11
Bush. Rocker Arm-Part No. 37833.....	M7L	.14
Bush. Steering Knuckle-Part No. 65410.....	K3R	.20
Bush. Steering Knuckle-Part No. 61142.....	K3S	.23
Bush. Steering Knuckle-Part No. 65385.....	L4M	.17
Bush. Steering Knuckle-Part No. 65403.....	M3R	.23
Bush. Steering Knuckle-Part No. 60032.....	M5T	.30
Bush. Water Pump-Part No. 39309.....	H2S	.21
Shims-Brass-Con. Rod—E, H & K, 44 to 49, 1918-23.....	6718	1 00
Cadillac 8, 51 and 53, 1915-16—		
Brg. Con. Rod.....	6440B	3 50
Brg. Front M.....	6431B	4 37
Brg. Center M.....	6432B	3 35
Brg. Rear M.....	6433B	6 20
Bush. Piston Pin.....	6144	.37
Bolt Con. Rod.....	6440E	.22
Nut Con. Rod Bolt.....	6130N	.06
Cadillac 8, 55-57, 1917-19—		
Brg. Con. Rod.....	6430B	3 00
Brg. Front M.....	6431B	4 37
Brg. Center M.....	6432B	3 35
Brg. Rear M.....	6433B	6 20

Make-Part-Model	Stock No.	List
Bolt Con. Rod (Inside).....	6430E	.22
Bolt Con. Rod (Outside).....	6430EA	.20
Bush. Piston Pin.....	6434	.37
Bush. Front Spr.—Rear Side Spr. and Rear Cross Spr.....	M5U	.30
Nut Con. Rod Bolt (Inside).....	6130N	.06
Nut Con. Rod Bolt (Outside).....	6430N	.06
Cadillac 8, 59-61, 1920-23—		
Brg. Con. Rod.....	6435B	3 00
Brg. Front M.....	6436B	4 06
Brg. Center M.....	6437B	3 48
Brg. Rear M.....	6438B	5 74
Bush. Piston Pin.....	6434	.37
Bush. Front Spr.—Rear Side Spr. and Rear Cross Spr.....	M5U	.30
Cadillac 8, See Part Numbers—		
Bush. Spr. Eye-Part No. A5122.....	P7U	.32
Bush. Spr. Eye-Part No. A5121.....	J3U	.22
Case Car T10, 1916-17—		
Brg. Con. Rod.....	6050B	2 34
Case Car U, 1918—	Cont. 7N	
Bush. Front Spr.....	K3U	.26
Bush. Rear Spr. Front Eye.....	J2W	.30
Case Car V, 1919-22—	Cont. 9N	
Bush. Front Spr.....	M5T	.30
Bush. Rear Spr. Front Eye.....	L5U	.27
Bush. Rear Spr. Front Eye.....	L5V	.28
Case Tractor, 15-27, 1919-22—		
Brg. Con. Rod.....	7105B	3 74
Brg. Front M.....	7106B	4 40
Brg. Center M.....	7107B	5 67
Brg. Rear M.....	7108B	5 67
Chalmers, Old Model, See Part Numbers—		
Brg. Con. Rod-M134-5.....	6545	1 55
Chalmers 4-C, 1907—		
Brg. Con. Rod.....	6525	2 31
Chalmers 4-J, 1910, Master Six, 24-29, 1914-15—		
Brg. Con. Rod.....	7035	3 42
Chalmers, 6-12-18, 1912-13; 4-10-17-19, 1911-14—		
Brg. Con. Rod.....	6750B	3 12
Chalmers, 6-35C After Car 94,000; 35D After Car 110,000; 35B After Car 82,000, 1918-22—		
Brg. Front M.....	6676B	2 43
Brg. Center M.....	6677B	3 30
Brg. Rear M.....	6678B	3 24
Bush. Piston Pin.....	6679	.38
Bush. Front Spr. Front Eye.....	F1S	.16
Bush. Front Spr. Rear Eye.....	G2U	.20
Bush. Rear Spr. Front Eye.....	M5U	.30
Bush. Rear Spr. Rear Eye.....	G2U	.20
Bush. Front Spr. Rear Hanger.....	F1S	.16
Chalmers 6-35A; 35B Before Car 82,000; 35C Before Car 94,000; 35D Before Car 110,000, 1916-19—		
Brg. Front M.....	7216B	2 98
Brg. Center M.....	7217B	3 19
Brg. Rear M.....	7218B	4 06
Bush. Piston Pin.....	6679	.38
Bush. Front Spr. Front Eye.....	F1S	.16
Bush. Front Spr. Rear Eye.....	G2U	.20
Bush. Rear Spr. Front Eye.....	M5U	.30
Bush. Rear Spr. Rear Eye.....	G2U	.20
Bush. Front Spr. Rear Hanger.....	F1S	.16
Chalmers 6-20, 26B, 26C, Light Six, 1914-16—		
Bush. Piston Pin.....	6749	.41
Bush. Front Spr. Rear Eye.....	F1RK	.13
Bush. Front Spr. Front Eye.....	F1S	.16
Chalmers 6-32A and 32B, 1915-16—		
Bush. Piston Pin.....	6754	.30
Bush. Front Spr. Front Eye.....	F1S	.16
Chandler 6-55, 1917-22—		
Brg. Con. Rod.....	6220	1 88
Brg. Con. Rod.....	6220B	1 80
Brg. Front M.....	6221	1 80
Brg. Center M.....	6222	2 19
Brg. Rear M.....	6223	2 10
Bush. Piston Pin.....	6224	.45
Bolt Con. Rod.....	6220E	.18
Nut Con. Rod Bolt.....	6125N	.02
Bush. Front & Rear Spr.....	K3U	.26
Chandler 6, 1917-17—		
Brg. Con. Rod.....	6255	1 10
Brg. Con. Rod.....	6255B	2 04
Brg. Front M.....	6256	2 11
Brg. Center M.....	6257	2 25
Brg. Rear M.....	6258	2 35
Bush. Piston Pin.....	6259	.39
Bolt Con. Rod.....	6220E	.18
Nut Con. Rod Bolt.....	6125N	.02
Chandler Six, 1922-23—		
Brg. Con. Rod.....	6220	.88
Brg. Con. Rod.....	6220B	1 80
Brg. Front M.....	7251B	4 41
Brg. Front Center M.....	7252B	2 81
Brg. Rear Center M.....	7253B	2 90
Brg. Rear M.....	7254	4 45
Bush. Piston Pin.....	6224	.45
Bolt Con. Rod.....	6220E	.18
Nut Con. Rod Bolt.....	6125N	.02

... DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make-Part-Model	Stock No.	List
Chevrolet—		
Brg. Con. Rod-4-H, F, FA, FB, C, 1913-23.....	6110B	1.72
Brg. Con. Rod-4-490, 1916-23.....	6125	.58
Brg. Con. Rod-4-490, 1916-23.....	6125B	1.08
Brg. Con. Rod-8-D, 1918.....	7225B	1.92
Brg. Front M.-4-H, F, FA, 1914-18.....	6111	1.57
Brg. Front M.-4-FB, 1919-23.....	7076	1.20
Brg. Front M.-4-490, 1916-23.....	6126	.77
Brg. Center M.-H, F, FA, FB, 1914-23.....	6112 ⁷	2.14
Brg. Center M.-4-490, 1916-23.....	6127 ⁷	1.74
Brg. Rear M.-4-H, F, FA, 1914-13.....	6113	2.00
Brg. Rear M.-4-FB, 1919-23.....	7078	2.30
Brg. Rear M.-4-490, 1916-23.....	6128	.91
Bolt Con. Rod-490.....	6125E	.12
Nut Con. Rod Bolt-490.....	6125N	.02
Bush. Valve Rocker Arm-490, H, F, FA, FB.....	6129	.29
Bush. Water Pump-FB, 490.....	6129X	.29
Bush. Camshaft Trust-FB, FA.....	6129M	.51
Bush. Camshaft Trust-490.....	6129G	.36
Bush. Propeller Shaft Housing-490.....	R9T-1	.46
Bush. Plain Arm-490.....	G2M	.14
Bush. Steering Knuckle-No. H183-490.....	6128D	.22
Bush. Steering Knuckle-No. 41030-490.....	G1P	.36
Bush. Steering Knuckle-FB, 490.....	K3R	.20
Bush. Steering Gear Jacket Tube-490.....	6128M	.25
Bush. Differential End Trust-490.....	6128J	.56
Bush. Water Pump Parking Nut-490, FA, FB.....	6129K	.25
Bush. Elbow Oil Pipe-490.....	6129D	.56
Bush. Ball Retainer Propeller Shaft-490.....	6128K	.70
Bush. Transmission Gear Drive-H, F, FA, FB.....	6128G	.22
Bush. Bronze Oil Delivery Pipe Fitting-F, FA.....	6129J	.14
Bush. Water Pump-G $\frac{3}{4}$ Ton, T 1 Ton.....	6129K	.25
Bush. Transmission Gear Drive-No. H311.....	L5TD	.22
Bush. Idler Gear-No. 40328.....	M50D	.22
Bush. Idler Gear-No. H316.....	M5FD	.22
Bush. Countershaft-No. H317.....	N7R	.22
Bush. Front Spr-F & FB.....	H2U	.22
Shim-Brass-Con. Rod-490.....	6128S	.60
Shim-Brass-Con. Rod-C, H, F, FA, FB.....	6110S	.90
Shim-Brass-Front M.....	6128S	1.00
Shim-Brass-Center M.....	6127S	1.00
Shim-Brass-Rear M.....	6128S	1.00
Cleveland 40, 1920-22—		
Brg. Con. Rod.....	6275	1.07
Brg. Con. Rod.....	6275B	2.56
Brg. Front M.....	6276	1.83
Brg. Center M.....	6277	2.22
Brg. Rear M.....	6278	2.78
Bolt Con. Rod.....	6275E	.16
Nut Con. Rod Bolt.....	6125N	.02
Bush. Piston Pin.....	6279	.33
Bush. Front Spr.....	K3U	.26
Bush. Rear Spr. Front Eye.....	M5U	.30
Bush. Rear Spr. Rear Eye.....	K3U	.26
Climax Engine, K & KU—		
Brg. Con. Rod.....	6530B	2.97
Brg. Front M.....	6531B	5.11
Brg. Center M.....	6532B	4.71
Brg. Rear M.....	6533B	5.63
Bolt Con. Rod.....	6530E	.16
Nut Con. Rod Bolt.....	6530N	.09
Bush. Piston Pin.....	6534	1.28
Screws-Con. Rod Brg.....	30	2.90
Screws-M. Brg.....	31	3.20
Coie 8, 860, 40, 870, 890, 1917-22—	Northway 309	
Coie 8, 850, 860-3, 1915-16—	Northway 308	
Coie 4, 11, 10, 40, 1914-15—	Northway 39	
Coie 4, 50, Large, 1912-13—	Northway 34	
Coie 4, 40, 1913—	Northway 32	
Coie 6, Big Six, 1914-16—	Northway 40	
Coie 8, 1915-22—		
Bush. Front Spr-No. 6598.....	JBSV	.28
Bush. Rear Spr. Front Eye-No. 6599.....	LSV	.28
Bush. Rear Spr. Rear Eye-No. 6598.....	JBSV	.28
Bush. Rear Spr. Shackle-No. 7169.....	H3V	.23
Bush. Tie Rod.....	H3S	.16
Colter Truck, $\frac{3}{4}$ Ton— Lycoming K		
Bush. Front Spr.....	K3U	.26
Bush. Rear Spr.....	K3W	.32
Collier Truck, $1\frac{3}{4}$ Ton—		
Bush. Front Spr.....	M5UN	.32
Bush. Rear Spr. Rear Eye.....	M5X	.44
Collier Truck, $1\frac{1}{4}$ Ton—		
Bush. Rear Spr.....	M5V	.34
Columbia 6, 1917-22— Cont. 7W & Rutenber 25		
Bush. Rear Spr.....	H2U	.22
Bush. Rear Spr.....	K3W	.32
Comet 6, 1920-22, C53— Cont. 9N		
Bush. Front Spr.....	M5U	.30
Bush. Rear Spr.....	M5W	.36
Commerce Truck, $\frac{3}{4}$ & 1 Ton, 1917-20— Cont. N2 ⁷		
Bush. Front Spr.....	K3W	.32
Bush. Rear Spr. Front Eye.....	M5X	.44
Bush. Rear Spr. Rear Eye.....	K3WS	.40
Commerce Truck, E & EP, 1918-20—		
Bush. Front Spr.....	J3V	.20

Make—Part—Model	Stock No.	List
Commonwealth 4-40, 1919—		
Bush, Rear Sor.		
Continental Engine		
Brg. Con. Rod-C2	6145B	2.34
Brg. Con. Rod-C4	6280B	2.28
Brg. Con. Rod-N, N $\frac{3}{4}$, 8N	6120B	1.80
Brg. Con. Rod-E4, E7	6175B	2.86
Brg. Con. Rod-7V	6235	.90
Brg. Con. Rod-7V	6235B	2.00
Brg. Con. Rod-7N, 7D	6240B	1.86
Brg. Con. Rod-9N	6250B	1.90
Brg. Con. Rod-7R, 68	6270B	1.78
Brg. Con. Rod-6A, 6AG, 6H, 7H	6155	1.02
Brg. Con. Rod-6A, 6AG, 6H, 7H	6155B	3.10
Brg. Con. Rod-O, OG	6065	
Brg. Con. Rod-O, OG	6065B	3.70
Brg. Con. Rod-B2	6070B	4.79
Brg. Con. Rod-7W, 7K	6100	.78
Brg. Con. Rod-7W, 7K	6100B	1.58
Brg. Con. Rod-C	6930B	2.03
Brg. Con. Rod-J4	6535B	2.41
Brg. Con. Rod-B5	6670B	4.65
Brg. Con. Rod-L4	6705B	3.57
Brg. Con. Rod-8A, 6T	6740B	2.32
Brg. Con. Rod-E4	6880B	3.39
Brg. Front M-C2	7285B	3.00
Brg. Front M-C4	6146B	3.04
Brg. Front M-B5	6284B	2.99
Brg. Front M-E, N, N $\frac{3}{4}$, 8N, 6A, 6AG, 6H	6121B	3.19
Brg. Front M-E4, E7	6176B	3.16
Brg. Front M-7V	6236	2.10
Brg. Front M-6N, 8H, 7N, 7D	6241B	3.86
Brg. Front M-9N	6251B	3.23
Brg. Front M-7R, 68	6271B	4.05
		
		
Brg. Front M-B2	6070B	4.79
Brg. Front M-7W, 7K	6101B	3.31
Brg. Front M-J4	6536B	4.21
Brg. Front M-B5	6671B	5.88
Brg. Front M-L4	6706B	5.34
Brg. Front M-8A, 6T	6741B	3.71
Brg. Center M-K4	6881B	4.47
Brg. Center M-C2	6147B	3.89
Brg. Center M-C4	6282B	3.94
Brg. Center M-N, N $\frac{3}{4}$, 8N, 6A, 6AG, 6H	6122B	3.42
Brg. Center M-E4, E7	6177B	4.20
Brg. Center M-7V	6237	1.77
Brg. Center M-6N, 8H, 7N, 7D	6242B	3.86
Brg. Center M-9N	6252B	2.87
Brg. Center M-7R	6272B	2.26
Brg. Center M-B2	6071B	5.94
Brg. Center M-7W, 7K	6102B	3.16
Brg. Center M-68	7172B	1.96
Brg. Center M-J4	6537B	5.95
Brg. Center M-B5	6672B	5.01
Brg. Center M-L4	6707B	3.96
Brg. Center M-Rear-8A, 6T	6742B	2.17
Brg. Center M-Front-8A, 6T	6742B	2.17
Brg. Center M-K4	6882B	3.31
Brg. Rear M-C2	6148B	4.03
Brg. Rear M-C4	6283B	3.89
Brg. Rear M-N, N $\frac{3}{4}$, 8N, 6A, 6AG, 6H	6123B	3.46
Brg. Rear M-E4, E7	6178B	4.38
Brg. Rear M-7V	6238	
Brg. Rear M-6N, 8H, 7N, 7D	6243B	3.86
Brg. Rear M-9N	6253B	3.65
Brg. Rear M-7R	6273B	3.68
Brg. Rear M-B2	6071B	5.94
Brg. Rear M-7W, 7K	6103B	3.31
Brg. Rear M-68	7173B	3.55
Brg. Rear M-J4	6538B	3.63
Brg. Rear M-B5	6672B	5.01
Brg. Rear M-L4	6708B	4.05
Brg. Rear M-8A, 6T	6743B	3.68
Brg. Rear M-K4	6883B	3.45
Brg. Camshaft Front-B2	6071C	2.65
Brg. Camshaft Center-B2	6072C	1.75
Brg. Camshaft Rear-B2	6073C	1.18
Bush, Piston Pin-C2, C4	6284	.61
Bush, Piston Pin-N, N $\frac{3}{4}$, 8N, 6N, 8H, 7N, 7D	6124	.40
Bush, Piston Pin-E4, E7	6179	.81
Bush, Piston Pin-9N	6254	.40
Bush, Piston Pin-7R, 68	6274	.36
Bush, Piston Pin-B2	6074	.72
Bush, Piston Pin-7W, 7K	6104	.35
Bush, Piston Pin-J4	6539	.35
Bush, Piston Pin-L4	6720	.35



DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make—Part—Model

Stock No. List

Bush. Piston Pin-SA, 6T	6744	.49
Bush. Idler Gear-C2	61491	3.06
Bush. Idler Gear-7R, 68	62741	2.01
Bush. Pump Shaft-7R, 68	6149W	1.47
Bush. Pump Shaft-7W, 7K	6274W	1.37
Bush. Bolt Con. Rod-C2	6104W	1.41
Bush. Bolt Con. Rod-C4	6145E	.26
Bush. Bolt Con. Rod-E4, E7	6175E	.18
Bush. Bolt Con. Rod-9N	6175E	.18
Bush. Bolt Con. Rod-7R, 68	6250E	.30
Bush. Bolt Con. Rod-B2	6270E	.20
Bush. Bolt Con. Rod-7W, 7K	6070E	.30
Bush. Bolt Con. Rod-SA, 6T	6109E	.16
Nut Con. Rod Bolt-C2	6740E	.24
Nut Con. Rod Bolt-C4, E4, E7	6145N	.10
Nut Con. Rod Bolt-7R, 68	6175N	.08
Nut Con. Rod Bolt-7R, 68	6270N	.06
Nut Con. Rod Bolt-B2	6070N	.04
Nut Con. Rod Bolt-SA, 8T	6740N	.08
Screws-Con. Rod-C2, C4, E4, E7, 9N, 7W, 7K	10	.80
Screws-Con. Rod-7R, 68	13	.80
Screws-Con. Rod-B2	32	2.90
Screws-M. Brg-C2, C4, E4, E7, 9N, 7W, 7K	41	1.80
Shims-Brass-Con. Rod-N, N4, 8N	61208	1.00
Shims-Brass-Con. Rod-7N, 7D	62408	1.00
Shims-Brass-Con. Rod-9N	62508	1.00
Shims-Brass-Con. Rod-7R, 68	62708	.95
Shims-Brass-Con. Rod-7W, 7K	61008	1.00
Shims-Brass-Con. Rod-E4, E7	61758	1.00
Crow-Elkhart, 1918-22		
Bush. Front Spr.	H1U	.24
Crow-Elkhart 4, 1920-22	Lyeomg K	
Bush. Rear Spr	H1U	.24
Cunningham V, 1918-19		
Bush. Front Spr.	J2W	.30
Bush. Rear Spr-U&H	J2W	.30
Cunningham 9A, 1917		
Bush. Front Spr.	J2W	.30
Bush. Lower Rear Spr	K3U	.26
Daniels D, 1920; A, B, 1917-19		
Bush. Front Spr.	K3U	.26
Daniels, A & B, 1917-19		
Bush. Rear Spr	K3U	.26
Dart Truck, H, 1½ Ton, 1919-22	Buda WU	
Bush. Front Spr., Model CC, 1917	M5V	.34
Bush. Front Spr., Model L, 1917	M5X	.44
Bush. Rear Spr., Model CA, 1917	M5X	.44
Bush. Rear Spr., Model E2, 1917	M5V	.34
Day Elder, J, ½ Ton, 1920	LeRoi 2C	
Bush. Front Spr.-1, 1½, 2, 2½ Ton	K3U	.26
Dearborn Truck, 1½ Ton, 1920	Cont. N	
Bush. Front Spr.	K3V	.30
Detroit A, 1912-13		
Brg. Con. Rod	6340B	1.56
Diamond T Truck, TJ, 8, 13, 2 Ton,		
1919-20	Cont. C4	
Diamond T Truck, JR, J, L, B, R, 3½		
& 5 Ton, 1919-20	Cont. E4	
Diamond T Truck, TJ, 15, TJ4, 1 & 1½		
Ton, 1919	Cont. N	
Diamond T Truck, TOS, TU, 1½, 2, 2½		
Ton, 1921-22	Hinkley HA 500	
Diamond T Truck, TT, 1½ Ton Farm,		
1920-22	Hinkley HAA 400	
Diamond T Truck, S, 5 Ton, 1921	Cont. B2	
Diamond T Truck, J4, 1½ Ton, 1919	Cont. N4	
Diamond T Truck, T, E, L, K, JK,		
1½, 3½ & 5 Ton	Hinkley HA 500	
Bush. Front Spr.-LB, 3½ Ton; R, 5 Ton; S, 5		
Ton, 1919	P7X	.48
Bush. Front Spr.-Y, 1919	PD7W	.42
Dodge		
Brg. Con. Rod, up to 1918	6350B	1.30
Brg. Con. Rod, 1918-22	6345B	1.20
Brg. Front M., up to 1918	6351B	1.80
Brg. Front M., 1918-22	6346B	1.55
Brg. Center M., up to 1918	6352B	1.75
Brg. Center M., 1918-22	6347B	1.55
Brg. Rear M., up to 1918	6353B	1.90
Brg. Rear M., 1918-22	6348B	1.68
Brg. Rear Trans., up to 1918	6354B	1.95
Bolt Con. Rod, All Models	6345E	.18
Nut Con. Rod Bolt, All Models	6070N	.04
Bush. Piston Pin, All Models	6349	.24
Bush. for Countershaft, Low & Reverse Gear	6349D	.23
Bush. Front Spr. Rear Bracket	G18	.20
Bush. Rear Spr. Rear Eye	F1U	.16
Bush. Rear Spr. Front Eye	H3UD	.16
Bush. Front Spr.	F18	.16
Bush. Reverse Idler Gear	N6QK	.22
Bush. Steering Knuckle-No. 9789	M5R-2	.23
Bush. Steering Knuckle-No. 167	K3R-2	.22
Bush. Tie Rod-No. 7677	6349G	.15
Bush. Tie Rod-No. E178-198	G1M	.15
Shims-Brass-Con. Rod	63458	.84
Shims-Brass-Front M.	63468	1.00
Shims-Brass-Center M.	63478	1.00
Shims-Brass-Rear M.	63488	1.00

Make—Part—Model

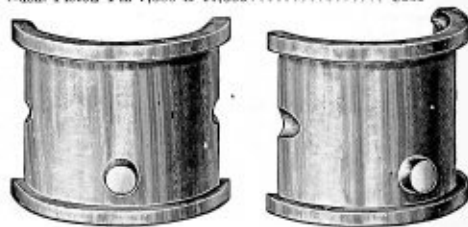
Stock No. List

Dorris 6-80, 1919-22		
Brg. Con. Rod	7265B	3.16
Bush. Rear Spr. Front Eye	K3W	.32
Dorris Truck		
Bush. Front Spr.-K4, 2 Ton, 1918-21	M5V	.34
Bush. Front Spr.-K7, 3½ Ton, 1918-21	P7X	.48
Bush. Rear Spr.-K7, 3½ Ton, 1918-21	RH25XE	1.00
Dort 4, 12, 17A, 8, 10, 11, 15, 39,		
1917-22	Lyeomg K	
Dort 4, 5, 5A, 6, 9, 29, 1915-17	Lyeomg L	
Bush. Front Spr., All Models	M5U	.30
Duplex Truck A, 1½ & 2 Ton,		
1920-22	Hinkley HAA 400	
Bush. Front Spr.-E & EL, 3½ Ton, 1919-22	P7X	.48
Durant 4, 1921-22		
Brg. Front M.	6786	.81
Brg. Center M.	6787B	1.77
Brg. Rear M.	6788	1.13
Earl 40, 1921-22		
Brg. Con. Rod	6665B	1.91
Brg. Front M.	7096B	2.64
Brg. Center M.	7097B	3.16
Brg. Rear M.	7098B	2.94
Elgin, F & G, 1916-18	Falls K	
Bush. Steering Knuckle-No. 8909	K3M	.14
Elgin Tractor, 10-25, 1921	Erd T. T.	
Eseex A, 1918-22		
Brg. Con. Rod	6315B	1.58
Brg. Front M.	6316B	3.48
Brg. Center M.	6317B	3.48
Brg. Rear M.	6318B	3.20
Bush. Piston Pin	6319	.24
Bush. Piston Pin	6319X	.27
Bush. Front Spr. Front Eye	K3TD	.26
Bush. Rear Spr. Front Eye	M5TD	.30
Bush. Rear Spr. Rear Eye	K3TD	.26
Shims-Brass-Con. Rod	63158	1.00
Falls Engine, G, IS, K, N, L, XE, 9000, XM, MR,		
R, R1, 8		
Brg. Con. Rod	6160	.75
Brg. Con. Rod	6160B	1.39
Brg. Front M.	6161B	2.82
Brg. Center M.	6162B	2.52
Brg. Rear M.	6163B	3.78
Falls Engine, T8000, T		
Brg. Front M.	7156B	4.62
Brg. Center M.	7157B	3.88
Brg. Rear M.	7158B	5.98
Bush. Piston Pin	7159	.24
Falls Engine, 1 & 2 Shaft		
Brg. Con. Rod	6645	.99
Federal Truck, S, D & S, 1 Ton,		
1919	Cont. N	
Federal Truck, S, D, R2, 3½ & 1 Ton,		
1920-22	Cont. J4	
Federal Truck, TE, WE & T, 1½ Ton,		
1915-22	Cont. C4	
Federal Truck, WE, NE & W, 2 Ton,		
1915-22	Cont. C4	
Federal Truck, WE, W & WD, 3½ Ton,		
1919-22	Cont. E4	
Federal Truck, X2, 5 Ton, 1921-22	Cont. B5	
Federal Truck, X2, 6 Ton, 1921	Cont. B2	
Federal Truck, L, XE, X, XC, 3½ &		
5 Ton	Cont. E4	
Federal Tractor Truck, Heavy Duty,		
1919-22	Cont. E4	
Federal Tractor Truck, Light,		
1919-22	Cont. C4	
Ford		
Brg. Con. Rod	6095	.64
Bolt for Con. Rod	6095E	.10
Bronze Differential Washer	6099D	.36
Bush. Piston Pin	6099	.16
Bush. Front Spr.	G2TF-4	.20
Bush. Rear Spr	H2U-4	.22
Bush. Transmission Reverse Gear	6099K	.56
Bush. Transmission Gear Sleeve	6099G	.48
Bush. Transmission Drive Gear	6099J	.20
Bush. Spindle Body	6099L	.12
Bush. Transmission Slow Speed Gear	6099L	.48
Bush. Transmission Triple Gear Flanged	6099M	.30
Nut for Con. Rod Bolt	6095N	.02
Shims-Brass-Con. Rod	6095S	.50
Shims-Brass-Front & Center M.	6096S	.75
Shims-Brass-Rear M.	6098S	.90
Fordson Tractor		
Shims-Brass-Con. Rod	7280S	1.00
Franklin		
Brg. Con. Rod	6605	.90
Fulton Truck, FX, 1½ Ton, 1918-19		
Bush. Front Spr.	M5UN	.32
Bush. Rear Spr. Rear Eye	M5V	.34
Gardner, All Models, 1920-23	Lyeomg K	
Bush. Front Spr.	J28	.22
Bush. Rear Spr. Front Eye	MB5RM	.28
Bush. Rear Spr. Rear Eye	J28	.22



DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make—Part—Model	Stock No.	List	Make—Part—Model	Stock No.	List
Gary Truck, J, 2½ Ton, 1920-22— Buda HTU			Bush. Front Spr. 12-40, 41, 1918; 6-30, 37, 1916-17; 6-38, 39, 1917-18.....	M5U	.30
Bush. Front Spr. Front Eye-F, 1 Ton, 1919-22.....	M5V	.34	Bush. Front Spr. 30, 33, 34, 35.....	H1U	.24
Bush. Front Spr.-K, B, ½ Ton, 1918-22.....	P7X	.48	Rear Spr. Rear Eye-45, 46, 47, 48, 50, 55, 75, 1919-22; 12, 43, 44.....	M5V	.34
Bush. Front Spr.-F, 1 Ton, 1919-22.....	K3UN	.30	Rear Spr. Rear Hanger-46, 48, 1919-22.....	M5V	.34
Bush. Front Spr.-2½ Ton, 1919-22.....	M5UN	.32	Rear Spr. Front Eye-12-43, 44, 6-38, 39.....	QW	.43
Bush. Rear Spr. Rear Eye-G 1½ Ton, H 2 Ton, 1919-22.....	M5X	.44	Rear Spr. Front Eye-30, 33, 34, 35, 1918.....	H1U	.24
Bush. Rear Spr. Rear Eye-K 3½ Ton, 1918-22.....	QK9XC	.80	Rear Spr. Rod Bolt-30 to 39, 45, 47, 50, 1917-22.....	6125N	.02
Bush. Rear Spr.-M 5 Ton, 1920-22.....	RH25XE	1.00			
G. B. S. Engine (Golden, Belknap & Swartz),			H. C. S., Series 2 & 3, 1920-22— Weidley M. B.		
Model A—			Bush. Rear Spr.....	M5V	.34
Brg. Con. Rod-Model A.....	7125B	2.56	Hendrickson Truck—		
Brg. Front M.....	7126B	3.56	Bush. Rear Spr., 3½ Ton, 1919-20.....	QK9XC	.80
Brg. Center M.....	7127B	3.90	Bush. Rear Spr., 1, 1½ & 2 Ton, 1918-20.....	P7X	.48
Brg. Rear M.....	7128B	3.75	Hercules Engine—		
G. B. S. Engine (Golden, Belknap & Swartz), EM, PM, PMA, PMS, SM, SA, PMG, SG—			Brg. Con. Rod-CU2, CU3.....	7070B	3.24
Brg. Con. Rod.....	6190	1.29	Brg. Con. Rod-CU2, CU3.....	7070E	.24
Brg. Front M.....	6190B	1.92	Brg. Con. Rod-T2.....	7275E	.24
Brg. Center M.....	6191	2.70	Bush. Piston Pin-C2.....	7214	.56
Brg. Rear M.....	6192	2.20	Bush. Piston Pin-CU2, CU3.....	7074	.40
	6193	2.85	Bush. Piston Pin-M2, M3, MU3.....	7164	.59
G. M. C. Truck, K16, 1 & 1½ Ton, 1921-22— Northway 80			Nut Con. Rod Bolt-T2.....	6005N	.03
G. M. C. Truck, 41, 41A, 41B, 2 Ton, 1919-21— Cont. C2			Nut Con. Rod Bolt-CU2, CU3, MU2.....	6325N	.10
G. M. C. Truck, K41, 2 Ton, 1921-23— Northway 84			Screws, Con. Rod-CU2, CU2.....	40	1.80
G. M. C. Truck, 41B, 2 Ton, 1917-20— Cont. C4			Herschell-Spillman Engine—		
G. M. C. Truck, 71A, 71B, 3½ Ton, 1917-21— Cont. E4			Brg. Con. Rod-7,000 & 11,000.....	6035B	3.09
G. M. C. Truck, K71, K101, 3½, 5 Ton, 1921-23— Northway 88			Brg. Con. Rod-7,000 & 11,000.....	6035	1.65
G. M. C. Truck, 101A, 101B, 5 Ton, 1916-21— Cont. E4			Brg. Front M-11,000.....	6856B	4.46
G. M. C. Truck, 31, 1½ Ton, 1916-21— Cont. N			Brg. Front M-7,000.....	6036B	5.51
Bush. Front Spr-15, 1½ Ton.....	H2U	.22	Brg. Center M-11,000.....	6857B	4.43
Bush. Front Spr-16, K16, ¾ & Less.....	K3V	.30	Brg. Rear M-11,000.....	6858B	5.46
Bush. Front Spr-31, 1½ Ton.....	K3W	.32	Brg. Rear M-7,000.....	6037B	5.51
Bush. Rear Spr-C41, K41, 1916-22.....	M5X	.44	Bush. Piston Pin-7,000 & 11,000.....	6039	.37
Bush. Rear Spr-16, K16, ¾ & 1 Ton.....	K3W	.32			
Gramm-Bernstein, Truck 10, Speed DT, 1 Ton, 1921-22— Lyeomg K					
Gramm-Bernstein, Pioneer 65, 15W, 1½ Ton, 1919-22— Cont. N¼					
Gramm-Bernstein, 20, 2 Ton, 1920— Cont. C4					
Gramm-Bernstein, 20 & Pioneer 20, 1920-22— Cont. C2					
Gramm-Bernstein, 25, 30 Pioneer, 2½ Ton, 1921— Hinkley HA500					
Gramm-Bernstein, W-2½, 25-2½ Ton, 1919-20— Wauk. R					
Gramm-Bernstein, 30-2½, 35-3½, 1921— Hinkley HA1600					
Gramm-Bernstein, W, 3½ Ton, 1919— Wauk. N					
Gramm-Bernstein, 35P, 75P, 3½ Ton; 40-30, Pioneer 40, 3 & 4 Ton, 1921-22— Hinkley HA200					
Gramm-Bernstein, 50, 5 Ton, 1920— Cont. B2					
Bush. Front Spr-15-1½ Ton, 20-2 Ton, 1919-22.....	M5UN	.32	Hinkley Engine—		
Bush. Front Spr-5 Ton, 1918-19.....	QK9XC	.80	Brg. Con. Rod-HAA 300-400.....	6575B	2.80
Bush. Front Spr-¾ Ton Speed Wagon, 1921-22.....	M5V	.34	Brg. Con. Rod-HA 500, 200, 1600.....	6825B	2.93
Bush. Rear Spr-W1, 1 & 1½ Ton, 1918.....	M5X	.44	Brg. Front M-HAA 300, 400.....	6575B	2.80
Bush. Rear Spr-15-1½ Ton, 20-2 Ton, 1919-22.....	P7X	.48	Brg. Front M-HA 200, 500, 1600.....	6825B	2.93
Bush. Rear Spr-W, 5, 5 Ton, 1918.....	RH25XE	1.00	Brg. Center M-HAA 300-400.....	6576B	4.22
Grant Truck, ¾ Ton, 1918-21— M5U		.30	Brg. Center M-HA 200, 500, 1600.....	6826B	5.92
Bush. Front Spr-12 (H), 1 Ton, 1918-21.....	M5U	.30	Brg. Rear M-HAA 300-400.....	6576B	3.65
Bush. Front Spr-10, 11, 10B, 11B, 1½ Ton, 1918-21.....	P7UD	.32	Brg. Rear M-HA 200, 500, 1600.....	6827B	4.80
Bush. Rear Spr-12 (H), 12AB, ¾ Ton, 1918-21.....	P7UD	.32	Brg. Front Camshaft-HA 200, 500, 1600; HAA 300-400.....	6576C	2.14
Happy Farmer Tractor—			Brg. Center Camshaft-Same.....	6577C	1.42
Brg. Con. Rod-151.....	6650B	4.99	Brg. Rear Camshaft-Same.....	6578C	2.18
Brg. Right M-F46.....	6651B	5.92	Bush. Piston Pin-HA 200, 500, 1600.....	6829	.62
Brg. Left M-F49.....	6652B	6.97	Bush. Piston Pin-HAA 300-400.....	6579	.52
Hart-Parr Tractor—			Holmes—		
Brg. Con. Rod.....	7190B	4.01	Brg. Con. Rod.....	6065B	1.83
Haynes—			Holt Caterpillar Tractor, 5 & 10 Ton—		
Brg. Con. Rod-12 Cyl-40, 41, 43, 44, 46, 48, 1917-22.....	7240	1.92	Brg. Con. Rod.....	7015	4.56
Brg. Con. Rod-6-75, 1922.....	6800B	3.22	Hudson—		
Brg. Con. Rod-6-45, 47, 50, 55, 1919-22.....	6045	1.23	Brg. Con. Rod, Super Six, 1916-22.....	6320B	1.68
Brg. Con. Rod-6-45, 47, 50, 55, 1919-22.....	6045B	2.12	Brg. Con. Rod, 6-54, 1914-16.....	7016	.89
Brg. Front M-12 Cyl-40, 41, 43, 44, 46, 48, 1917-22.....	7241	4.62	Brg. Con. Rod, 6-54, 1913.....	6910	1.83
Brg. Front M-6-75, 1922.....	6801B	4.74	Brg. Front M, Super Six, 1916-22.....	6321B	2.82
Brg. Front M-6-45, 47, 50, 55, 1919-22.....	6046B	4.06	Brg. Front Center M-Same.....	6322B	2.44
Brg. Center M-12-40, 41, 43, 44, 46, 48, 1917-22.....	7242	3.27	Brg. Rear M-Same.....	6323B	3.20
Brg. Center M-75, 1922.....	6802B	3.59	Brg. Rear M-Same.....	6324B	3.68
Brg. Center M-6-45, 47, 50, 55, 1919-22.....	6047B	3.81	Bolt Con. Rod-Same.....	6320E	.18
Brg. Rear M-12-40, 41, 43, 44, 46, 48, 1917-22.....	7243	4.62	Bush. Piston Pin-Same.....	6324X	.34
Brg. Rear M-75, 1922.....	6803B	5.09	Bush. Front Spr. Rear Eye-Same.....	L4UN	.31
Brg. Rear M-6-45, 47, 50, 55, 1919-22.....	6048B	6.34	Bush. Rear Spr. Rear Eye-Same.....	L4UN-4	.35
Bolt Con. Rod-30 to 39, 45, 47, 50, 1917-22.....	6045E	.24	Bush. Rear Spr. Front Eye-Same.....	M5UN	.32
Bush. Piston Pin-45, 47, 50, 55, 36, 37, 38, 39.....	6049	.63	Nut Con. Rod Bolt-Same.....	6105N	.03
Bush. Front Spr-45, 46, 48, 47, 50, 55, 75.....	M5V	.34	Shim-Brass-Con. Rod-Same.....	63208	1.00
Bush. Front Spr-43, 44, 1917-22.....			Screws, Con. Rod-Same.....	14	.80
			Screws, Main Brg-Same.....	41	1.80
			Bush. Front Spr-40-40, 1915-16.....	K3TD	.26
			Bush. Rear Spr-Same.....	K3TD	.26
			Huffman, 6X, 6R, 1920-22— Cont. 7R		
			Bush. Rear Spr., 1919-22.....	K3U	.26
			Hupmobile—		
			Brg. Con. Rod-R, 1918-23.....	6335B	1.24
			Brg. Con. Rod-N, 1917.....	6340B	1.56
			Brg. Con. Rod-20, 1909-11.....	7005	1.22
			Brg. Con. Rod-32, 1912-14.....	6490B	1.48
			Brg. Con. Rod-K, 1915-16.....	6483B	1.60
			Brg. Front M-R, 1918-23.....	6336B	1.62





DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make-Part-Model	Stock No.	List
Brg. Front M-N, 1917	6341B	2.46
Brg. Center M-R, 1918-23	6337B	2.16
Brg. Center M-N, 1917	6342B	2.32
Brg. Rear M-R, 1918-23	6338B	2.40
Brg. Rear M-N, 1917	6343B	2.80
Bolt Con. Rod-N, 1917	6340E	2.20
Bolt Con. Rod-R, 1918-23	6335E	2.20
Bush. Front Spr.-N & R, 1917-23	HIRM	22
Bush. Front Spr. Shackles-Same	HIRM	22
Bush. Rear Spr. Front Eye-K, 1918-23	HITD	20
Bush. Rear Spr. Front Eye-K, 1915-16	MSTD	30
Bush. Rear Spr. Rear Eye-R, N, K, 1915-23	HITD	20
Bush. Rear Spr. Horn-N, K, 1915-17	HITD	20
Nut Con. Rod Bolt-R, 1918-23	6005N	.03
Nut Con. Rod Bolt-N, 1917	6340N	.09
Shim-Brass-Con. Rod-R, 1918-23	6335S	1.00
Shim-Brass-Con. Rod-N, 1917	6340S	1.00
Indiana Truck, 25, 2 1/2 Ton, 1920-22; D, 2 Ton, 1916-19; T, 1 Ton, 1917-19; 20, 1 1/2 Ton, 1920-22; Q, 1 1/2 Ton, 1918-19; R35, 3 1/2 Ton, 1916-21; 33, 3 1/2 Ton, 1921-22—		
Brg. Con. Rod	6055B	3.15
Bush. Piston Pin-T, 1 Ton, 1917-19	6059S	.48
Bush. Piston Pin-20, 1 1/2 & 2 Ton, 1920-22; D, 2 Ton, 1916-19; 35, 3 1/2 Ton, 1921-22	6059	.62
Bush. Piston Pin-L, 5 Ton, 1917-19	6059R	.62
Bush. Front Spr.-D & 20, 1916-22	M5UN	.32
Bush. Rear Spr.-D & 20, 1916-22	M5X	.44
International Truck—		
Brg. Con. Rod-G01, 2 1/2 & 3 Ton; L101, 5 Ton, 1918-22	6585B	2.62
Brg. Con. Rod-F31, G41, 1 1/2 & 2 Ton, 1915-22; K31, 1 1/2 Ton, 1918-22; F21, 1 Ton, 1915-22; FH21, 3/4 Ton, 1919-21; H21, 1 Ton, 1916-22; K41-G, 2 Ton, 1918-22	6580B	2.98
Brg. Con. Rod-G01, L, 3 & 3 1/2 Ton, 1920-22; L101, 5 Ton, 1920-22	6795B	4.84
Bush. Piston Pin-L101, 52 Bus, 61, 3 1/2 & 5 Ton, 1920; G, 2 1/2 Ton & 3 Ton, 1918-21	6589	.70
Bush. Piston Pin-K41, G, 2 Ton, 1918-22	6584X	.62
Bush. Piston Pin-F21, 1 Ton, 1915-22; K31, 1 1/2 Ton, 1919-21	6584	.45
Bush. Front Spr.-K & 41, 2 Ton, 1918-22; T & 31, 1 1/2 Ton, 1915-22; H, 1 & 2 Tcs, 1916-22	K3V	.30
International Truck (Fed.) 6, 1-3 Ton, 1918-22—		
Bush. Front Spr.	M5W	.36
Bush. Rear Spr. Front Eye-F31, 1 1/2 Ton; H21, 1 Ton, 1916-22	M5W	.36
Bush. Rear Spr. Rear Eye-F31, 1 1/2 Ton; H21, 1 Ton, 1916-22	K3W	.32
Bush. Rear Cross Spr.-F31, 1 1/2 Ton; H21, 1 Ton, 1916-22	K3W	.32
Bush. Rear Spr.-G01, 3 Ton; K41, 2 Ton, 1918-22	P7X	.48
International Tractor—		
Brg. Con. Rod-10-20 Titan	6590B	6.15
Brg. Con. Rod-8-16, 1917-18	7255B	4.34
Brg. Con. Rod-8-16, 1919-22	7260B	3.47
Brg. Front M-8-16, 1919-22	7261B	9.90
Brg. Front M-8-16, 1917-18	7256B	5.94
Brg. Center M-8-16, 1917-18	7257B	6.95
Brg. Rear M-8-16, 1917-18	7258B	6.60
Brg. Rear M-8-16, 1919-22	7263B	6.73
Jeffrey 671, 1917-18—		
Brg. Con. Rod	6635	2.56
Bush. Piston Pin	6144X	.51
Jeffrey J4-38, 1914; J4-62, 1916; J4-72, 1917—		
Brg. Con. Rod	6695	1.90
Brg. Con. Rod	6695B	2.10
Jewett (Parts Listed Under Paige)—		
Jones—		
Bush. Front Spr.-27A, B, C & E, 1918-19	K3V	.30
Jordan 6-M, 1920-21— Cont. 7R		
Bush. Front Spr.-MX & M, 1920-22	K3U	.26
Bush. Rear Spr. Front Eye-FX, 1918-20; MX, 1921-22	P7UD	.32
Bush. Rear Spr. Front Eye-M, 1920-22	PTU	.32
Bush. Rear Spr. Rear Eye-MX, 1921-22	K3U	.26
Kankakee Truck E, 2 1/2 Ton, 1920-21— Cont. 9N		
Bush. Rear Spr.	M5U	.30
Bush. Rear Spr.	K3V	.30
Kelly-Springfield Truck, K60, 61, 6 Ton, 1921-22; K45, 4 Ton, 1917-22; K50, 5 Ton, 1919-22; K40, 1, 2 & 3 1/2 Ton, 1921-22—		
Brg. Con. Rod	6010B	3.89
Brg. Front M	6011B	6.57
Brg. Center M	6012B	6.54
Brg. Rear M	6013B	8.91
Bolt Con. Rod	6010E	.36
Bush. Piston Pin	6014	.48
Bolt Con. Rod	6010E	.36
Nut Con. Rod Bolt	6010N	.09
Screws, Con. Rod & M. Brg.	51	2.40
Kelly-Springfield Truck, K35, 36, 38, 2 1/2 Ton, 1915-22; K30, 32, 1 Ton, 1916-17; K31, 32, 34, 1918-22—		
Brg. Con. Rod	6020B	2.49
Brg. Front M	6021B	3.99

Make-Part-Model	Stock No.	List
Brg. Center M	6022B	3.99
Brg. Rear M	6023B	5.58
Bush. Piston Pin	6024	.39
Bush. Front Spr.	K3V	.30
Bush. Front Spr.-K40, 3 1/2 Ton; K45, 4 Ton; K50, 5 Ton, 1920-22	P7X	.48
Bush. Rear Lower Spr. Rear Eye-K31, 1 1/2 Ton, 1919-22	K3W	.32
King Car, H & J S, 1920-22—		
Brg. Con. Rod	6865B	1.88
Bush. Front Spr.	K3U	.26
Bush. Front Spr.-EE & F, 1917-19	K3U	.26
Kissel 6-42, 1915-18; General Utility, 1 1/2 Ton Truck, 1919-22; Custom Built, 1920-22—		
Brg. Con. Rod	6030B	2.52
Brg. Front M	6031B	2.80
Brg. Center M	6032B	2.80
Brg. Rear M	6033B	3.78
Bush. Piston Pin	6034	.47
Kissel 100-6, 1917-18—		
Brg. Con. Rod	6610B	2.55
Brg. Front M	6611B	2.82
Brg. Center M	6612B	3.09
Brg. Rear M	6613B	3.48
Bush. Piston Pin	6614X	.50
Bolt Con. Rod	6610E	.18
Nut Con. Rod Bolt	6105N	.03
Screws, Con. Rod & M. Brg.	33	1.40
Kline Car, E, F, G, H, 38, 42-6-30— Cont. 7W		
Bush. Rear Spr.	H1U	.24
Krit Car, 1915-16—		
Brg. Con. Rod	6915	2.01
K. Z. Truck, King Zeithor, 3 1/2 & 4 Ton— Cont. E4		
Bush. Front Spr.-1 1/2 & 2 Ton, 1919-20	PD7W	.42
Bush. Rear Spr.-Same	P7X	.48
Bush. Rear Spr.-H3, 3 1/2 Ton, 1919-20	QK9XC	.80
LaCrosse Happy Farmer Tractor—		
Brg. Con. Rod	6650B	4.99
Brg. Right M	6651B	5.92
Brg. Left M	6652B	6.97
LaFayette Truck—		
Bush. Front Spr., 1920-22	P7X	.48
Bush. Rear Spr.	QK9XC	.80
Le Roi Engine 2C—		
Brg. Con. Rod	6180	1.20
Brg. Con. Rod	6180B	1.77
Brg. Front M	6181	1.83
Brg. Rear M	6182	1.83
Bush. Piston Pin	6184	.22
Shim-Brass-Con. Rod	6180S	1.00
Lexington Car, S, 1920-21— Cont. 7R		
Bush. Rear Spr. Front Eye-S, 1920-21	M5U	.30
Bush. Rear Spr. Rear Eye-S, 1920-21	K3U	.26
Bush. Rear Spr. Rear Eye-Q, 1916-17	K3U	.26
Liberty Car, 10C, 1920-22— Wisconsin L		
Bush. Front Spr.-10B, 10C, 10D, After Car No. 36500, 1919-22	J28	.22
Bush. Rear Spr. Front Eye-10B, 10C, to Car No. 36500, 1916-18	L5U	.27
Bush. Rear Spr. Front Eye-10B, 10C, 10D, After Car No. 36500, 1919-22	M5U	.30
Bush. Rear Spr. Rear Eye-10A, 10B, to Car No. 36500, 1916-18	G2U	.20
Bush. Rear Spr. Rear Eye-10B, 10C, 10D, After Car No. 36500, 1919-22	H2U	.22
Lincoln Car—		
Bush. Piston Pin, 1920-22	7209X	.34
Little Giant Truck—		
Bush. Front Spr.-16, 2 Ton, 1918-19	M5V	.34
Bush. Front Spr.-14-15, 1 & 1 1/2 Ton, 1918-19	K3U	.26
Bush. Rear Spr.-17, 3 1/2 Ton, 1919	RH25XE	1.00
Bush. Rear Spr.-15, 1 Ton, 1918-19	K3W	.32
Bush. Rear Spr. Rear Eye-14-16, 1 1/2 & 2 Ton, 1919	M5X	.44
Luedinghaus Truck, 1 Ton, 1919-22—		
Herschell-Spillman 7,000		
Bush. Front Spr., 1 Ton, 1920	K3V	.30
Bush. Rear Spr. Rear Eye, 1 Ton, 1920	M5V	.34
Lycoming Engine—		
Brg. Con. Rod-KA, KB, KM, K	6295	.96
Brg. Con. Rod-KA, KB, KM, K	6295B	2.14
Brg. Con. Rod-DU	6296	1.20
Brg. Front M-KA, KB, KM, K	6296	1.76
Brg. Front M-DU, L	6061	1.86
Brg. Rear M-K, KA, KB, KM	6297	1.76
Brg. Rear M-DU, L	6063	2.32
Bolt-K, KB, KA, KM	6295E	.16
Bush. Piston Pin-KA, KB, KM, K & DU & L	6299	.27
Nut Con. Rod-K, KB, KA, KM	6005N	.03
Shim-Brass-Con. Rod	6295S	1.00
Mack Truck—		
Brg. Con. Rod-AC, 3 1/2, 5 1/2, 6 1/2, 7 1/2, 1916-22	6330B	4.04
Brg. Con. Rod-AB, 1, 1 1/2, 2, 2 1/2 Ton, 1916-22	6325B	3.04
Brg. Front M-Same	6326B	4.35
Brg. Front M-AC, 3 1/2, 5 1/2, 6 1/2, 7 1/2, 1916-22	6328B	5.24
Brg. Center M-Same	6332B	6.09
Brg. Center M-AB, 1, 1 1/2, 2, 2 1/2 Ton, 1916-22	6327B	4.90



DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make—Part—Model	Stock No.	List	Make—Part—Model	Stock No.	List
Brg. Rear M—Same	6328B	5.24	Bush. Front Spr., Victory, 1920-22	K3U	.26
Brg. Rear M—AC, 3 1/2, 5, 5 1/2, 6 1/2, 7 1/2, 1916-22	6333B	6.80	Bush. Front Spr.—45-36 & 6-45, 1918-22	H1U	.24
Bolt. Con. Rod-AB, 1 1/2, 2, 2 1/2 Ton, 1916-22	6325P	.24	Bush. Rear Spr.—6-48, Victory, 1920-22	M5U	.30
Bush. Front Spr.—AC, 3 1/2, 5, 5 1/2, 6 1/2, 7 1/2, 1916-22	QK9XC	.80	Bush. Rear Spr.—6-36 & 6-45, 1918	H1U	.24
Bush. Rear Spr.—Same	RH25XC	1.00	Nash		
Nut Con. Rod Bolt-AB, 1 1/2, 2, 2 1/2 Ton	6325N	.10	Brg. Con. Rod-681-687	6165	1.35
Madison 12, 1917—	Rutenber 22		Brg. Front M.—681-687, 1918-23	6166B	2.96
Bush. Front Spr.—6-40, 1917	K3V	.30	Brg. Center M.—Same	6167B	2.68
Bush. Rear Spr.—Same	K3V	.30	Brg. Rear M.—Same	6168B	2.96
Maibohm B, 1916-21—	Falls XE		Bolt for Con. Rod, All Models, All Years	6165E	.18
Bush. Rear Spr.	M5UN	.32	Bush. Piston Pin-681-687, 1918-23	6169	.35
Marmion			Bush. Piston Pin-41, 42, 43, 44, 1921-23	6874	.34
Brg. Con. Rod-34, 1916-19	6495B	3.15	Bush. Rear Spr. Front Eye, 1921	M5U	.30
Bush. Piston Pin-34, 1916-19	6499	.42	Bush. Rear Spr. Front Eye-6-687, 1918-21	M5UN	.32
Bush. Piston Pin-34-34B, 1920-22	6659	.47	Bush. Front Spr. Eye-6-681-2-4-5-6-7, 1918-23	K3U	.26
Master Truck, JJ, JW, JR, JL, JRJW, JWL, JD, JLL, JZ, 1 1/2 & 2 Ton, 1919-20	Buda OU		Bush. Rear Spr. Rear Eye-6-681-687, 1918-23	J3UN	.26
Master Truck, D, DL, W, WL, M, DD, DDL, 2 & 2 1/2 Ton Truck, 1916-22—	Buda HU		Bush. Spr.	Q9W	.46
Master Truck, A, 3 1/2 & 5 Ton, 1919-20	Buda YU		Bush. Front Spr., Rear Bracket-681-2-4-5-6-7, 1921-23	J3WR	.30
Master Truck, A, AL, EEL, Y, YL, 3 1/2 & 4 Ton, 1921-22—	Buda ATU		Bush. Rear Spr., Rear Bracket, 1921-23	J3UN	.26
Bush. Front Spr., 1 1/2 Ton, 1919-22	M5V	.34	Nut Con. Rod Bolt, All Models, All Years	6105N	.03
Bush. Front Spr., 2 & 2 1/2 Ton, 1917-22	M5W	.36	Screws, M. Brg.—681-687, 1918-23	10	.80
Bush. Rear Spr.—Same	P7X	.48	Shim-Brass-Con. Rod, All Models, All Years	6165S	1.00
Maxwell 25, 1914-22—			Nash Truck, 2 Ton, 4017 1916-22—	Buda HU	
Brg. Con. Rod	6520	1.10	Brg. Con. Rod-2018, 1 Ton, 1918-23	6695B	2.10
Brg. Front M.	6521B	1.72	Brg. Con. Rod-2018, 1 Ton, 1918-23	6695	1.90
Brg. Rear M.	6522B	2.86	Brg. Con. Rod-3018, 2 Ton, 1918-23	6695	1.90
Brg. Rear Transmission (Solid Round)	6523R	2.55	Brg. Con. Rod-3018, 2 Ton, 1918-23	6695B	2.10
Brg. Rear Transmission (Split Less than Halves)	6523T	3.05	Bush. Piston Pin-3018, 2 Ton, 1918-23	6979	.22
Brg. Rear Transmission (Split in Full Halves)	6523B	4.50	Bush. Piston Pin-2018, 1 Ton, 1918-23	6979	.22
Bolt Con. Rod	6520E	.16	Bush. Front Spr. Eye-2018-3018, 1 & 2 Ton, 1918-21	LIV	.31
Bush. Piston Pin	6524	.27	National		
Bush. Rear Spr.	L5U	.27	Brg. Con. Rod-BB, 1917-19	6690B	3.74
Bush. Rear Lower Spr.	J38	.21	Brg. Front M.—BB, 1917-19	6691B	4.40
Nut Con. Rod Bolt	6125N	.02	Brg. Center M.—BB, 1917-19	6692B	4.60
Shims-Brass-Con. Rod	6520S	.95	Brg. Rear M.—Same	6693B	4.40
Menominee—			Bush. Piston Pin—Same	6694	.22
Brg. Con. Rod-42-A3, 2 & 3 Ton, 1914-19	6475	1.71			
Brg. Front M.—Same	6476	3.75			
Brg. Center M.—Same	6477	2.02			
Brg. Rear M.—Same	6478	4.58			
Bush. Front Spr.—D, 2 Ton, 1918-21	K3W	.32			
Bush. Front Spr., 3 1/2 Ton, 1918-21	M5V	.34			
Bush. Front Spr.—FW, 1 Ton, 1918-19	K3V	.30			
Bush. Rear Spr.—Same	M5V	.34			
Mercer 22-72, 1916-19—					
Brg. Con. Rod	6875B	3.00			
Metz 45, Master Six, 1916-22—	Rutenber 25				
Bush. Rear Spr. Front Eye	M5U	.30			
Bush. Rear Spr. Rear Eye	K3U	.26			
Metz 4, 22 & 25, 1912-19—					
Brg. Con. Rod	6550	1.44			
Midwest Engine, 4 1/2x5 1/4—					
Bush. Piston Pin	7224	.47			
Mitchell Big Six, C42, E42, F42, 1917-21—					
Brg. Con. Rod	6595	1.50			
Brg. Front M.	6596	1.80			
Brg. Center M.	6597B	3.27			
Brg. Rear M.	6598	1.80			
Mitchell Light Six, D, D40, E40, F40, 1917-21—					
Brg. Con. Rod	6595	1.50			
Brg. Front M.	6946	2.26			
Brg. Center M.	6947B	3.04			
Brg. Rear M.	6948	2.73			
Bolt Con. Rod-C, D, E & F, 1917-22	6595E	.26			
Mitchell, F-5-50, F-7-50, 1921-23—					
Brg. Front M.	7186B	3.34			
Brg. Center M.	7187B	2.90			
Brg. Rear M.	7188B	4.00			
Bush. Center Spr.—N, D1205	J2W	.30			
Bush. Front Spr.—C & F 42, 1916-22	H2U	.22			
Bush. Front Spr. Rear Hanger—Same	H2U	.22			
Bush. Rear Spr. Hanger—Same	K3W	.32			
Nut Con. Rod Bolt	6010N	.09			
Screws—M. Brg.	12	.80			
Moline-Knight (R. & V. Knight)—					
Brg. Con. Rod-M35, 12 BG, 1910-19C, 1910-20	6850B	2.41			
Bush. Piston Pin-R, 1910-21	6704	.25			
Bush. Piston Pin-S, 1910-21	6709	.24			
Bush. Front Spr.—C, 1918-19; L, 1910	H1U	.24			
Bush. Front Spr.—C, 1917-19	F18	.16			
Bush. Rear Upper Spr.—8, 1917-19	K3U	.26			
Bush. Rear Lower Spr.—1919	H1U	.24			
Monitor 6, 1920-22—	Cont. 7R				
Bush. Rear Spr.—6, 1920-21	K3U	.24			
Bush. Rear Upper Spr.—6, 1917-19	H1U	.26			
Monroe 4, 89-10—					
Brg. Con. Rod	6555B	2.51			
Moon 6-36, 1918-19—	Cont. 7V				
Moon 6-40, 1915-16—	Cont. 7N				
Moon 6-30, 43, 45, 46, 1916-20—	Cont. 7W				
Moon 6-48, Victory, 1920-22—	Cont. 7R				
Moon 6-66, 1917-18—	Cont. 7N				
Moon 6-68, 1918-21—	Cont. 9N				
Bush. Front Spr., Victory, 1920-22	K3U	.26			
Bush. Front Spr.—45-36 & 6-45, 1918-22	H1U	.24			
Bush. Rear Spr.—6-48, Victory, 1920-22	M5U	.30			
Bush. Rear Spr.—6-36 & 6-45, 1918	H1U	.24			
Nash					
Brg. Con. Rod-681-687	6165	1.35			
Brg. Front M.—681-687, 1918-23	6166B	2.96			
Brg. Center M.—Same	6167B	2.68			
Brg. Rear M.—Same	6168B	2.96			
Bolt for Con. Rod, All Models, All Years	6165E	.18			
Bush. Piston Pin-681-687, 1918-23	6169	.35			
Bush. Piston Pin-41, 42, 43, 44, 1921-23	6874	.34			
Bush. Rear Spr. Front Eye, 1921	M5U	.30			
Bush. Rear Spr. Front Eye-6-687, 1918-21	M5UN	.32			
Bush. Front Spr. Eye-6-681-2-4-5-6-7, 1918-23	K3U	.26			
Bush. Rear Spr. Rear Eye-6-681-687, 1918-23	J3UN	.26			
Bush. Spr.	Q9W	.46			
Bush. Front Spr., Rear Bracket-681-2-4-5-6-7, 1921-23	J3WR	.30			
Bush. Rear Spr., Rear Bracket, 1921-23	J3UN	.26			
Nut Con. Rod Bolt, All Models, All Years	6105N	.03			
Screws, M. Brg.—681-687, 1918-23	10	.80			
Shim-Brass-Con. Rod, All Models, All Years	6165S	1.00			
Nash Truck, 2 Ton, 4017 1916-22—	Buda HU				
Brg. Con. Rod-2018, 1 Ton, 1918-23	6695B	2.10			
Brg. Con. Rod-2018, 1 Ton, 1918-23	6695	1.90			
Brg. Con. Rod-3018, 2 Ton, 1918-23	6695	1.90			
Brg. Con. Rod-3018, 2 Ton, 1918-23	6695B	2.10			
Bush. Piston Pin-3018, 2 Ton, 1918-23	6979	.22			
Bush. Piston Pin-2018, 1 Ton, 1918-23	6979	.22			
Bush. Front Spr. Eye-2018-3018, 1 & 2 Ton, 1918-21	LIV	.31			
National					
Brg. Con. Rod-BB, 1917-19	6690B	3.74			
Brg. Front M.—BB, 1917-19	6691B	4.40			
Brg. Center M.—BB, 1917-19	6692B	4.60			
Brg. Rear M.—Same	6693B	4.40			
Bush. Piston Pin—Same	6694	.22			
Nelson Le Moon, FC & FS, 5 Ton, 1910-21					
Bush. Front Spr. Eye-E & F, 1 1/2, 2, 2 1/2 Ton	M5V	.34			
Bush. Front Spr. Eye-EE, F, 3 1/2 & 5 Ton, 1918-20	M5N	.44			
Bush. Front Spr. Eye-E, 1 Ton, 1919-20	K3W	.32			
Bush. Rear Spr. Eye-E & F, 1 & 1 1/2 Ton, 1917-21	P7X	.48			
Northway Engine—					
Brg. Con. Rod-309, 1917-21	6230B	4.52			
Brg. Con. Rod-308	6225AB	3.54			
Brg. Con. Rod-32, 1912-13	7020	1.60			
Brg. Con. Rod-208-209	6225B	3.54			
Brg. Con. Rod-110-111, 1918-22	6515	1.00			
Brg. Con. Rod-34, 1912-13	7025	1.79			
Brg. Con. Rod-35-10-51, 1914	6000	1.98			
Brg. Con. Rod-52-54	6155B	2.73			
Brg. Con. Rod-107-108-109, 1916-17	6240B	1.80			
Brg. Con. Rod-52-54	6455	1.71			
Brg. Con. Rod-107-108-109, 1916-17	6240	.84			
Brg. Front M.—208-209	6226B	3.96			
Brg. Front M.—308-309	6231B	3.87			
Brg. Front M.—107-108-109, 1916-17	6261	1.39			
Brg. Front M.—80, 1920-21	6736B	3.00			
Brg. Front M.—84	7176B	3.97			
Brg. Front M.—88	7181B	4.57			
Brg. Front M.—110-111, 1918-22	6516	1.44			
Brg. Center M.—308-309, 1917-21	6232B	4.22			
Brg. Center M.—80, 1920-21	6737B	3.36			
Brg. Center M.—88, 1920-21	7182B	5.22			
Brg. Center M.—88	7183B	5.15			
Brg. Center M.—84	7177B	4.61			
Brg. Center M.—110-111, 1918-22	6517	1.41			
Brg. Center M.—107-108-109, 1916-17	6262	1.36			
Brg. Rear M.—84	7178B	4.67			
Brg. Rear M.—80, 1920-21	6738B	3.29			
Brg. Rear M.—308-309, 1917-21	6233B	4.62			
Brg. Rear M.—208-209	6228B	2.10			
Brg. Rear M.—110-111, 1918-22	6518	1.47			
Brg. Rear M.—107-108-109, 1916-17	6263	1.42			
Bolt Con. Rod-107-109	6260E	.12			
Bolt Con. Rod-110-111	6515E	.14			
Bush. Piston Pin-88	7184	.66			
Bush. Piston Pin-84	7179	.57			
Bush. Piston Pin-80, 1920-21	6739	.50			



Nelson Le Moon, FC & FS, 5 Ton, Cont. B2



DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make-Part-Model	Stock No.	List
Bush. Piston Pin-208-209	6389	.21
Bush. Piston Pin-309, 1917-21	6234	.40
Bush. Piston Pin-110-111, 1918-22	6519	.41
Bush. Piston Pin-107-108-109, 1916-17	6261	.27
Nut Con. Rod Bolt-107-109	6125N	.02
Nut Con. Rod Bolt-110-111	6515N	.06
Shim-Brass-Con. Rod-107-109-110-111	6260S	1.00
Oakland 30, 1910-12—		
Brz. Con. Rod—	7050	1.48
Oakland 40, 1909-12—		
Brz. Con. Rod—	7045	1.48
Oakland 6-32, 32B, 34, 1916-17—	Northway 107-8-9	
Oakland 6-34B, 34C, 34D, 1918-22—	Northway 110-111	
Oakland 8-50 & 60, 1916-17—	Northway 208-9	
Oakland 36, 37, 38, 1 Ton, 1913-16—	Northway 52-54	
Oakland—		
Bush. Front Spr.-Model 34, 1917	H2U	.22
Bush. Front Spr.-Model 34C, 1920-21	J2S	.22
Bush. Rear Spr. Front Eye, 34, 34C, 1917-21	MB5RM	.28
Bush. Rear Spr. Rear Eye-34C 1920-21	J2S	.22
Bush. Idle Gear-No. 3508	M5QP	.22
Oldsmobile 4-12-13, 1914-16—	Northway 52-54	
Oldsmobile 6-37, 1916-18—	Northway 107-8-9	
Oldsmobile 6-37A, 1919-22—	Northway 110-111	
Oldsmobile 8-14, 44B, 45, 45A, 1916-21—	Northway 208-209	
Oldsmobile 43A Truck—	Chevrolet FB	
Oldsmobile—		
Brz. Con. Rod-8-47, 1921-22	6385B	3.51
Brz. Front M.-Same	6386B	3.69
Brz. Rear M.-Same	6388B	4.28
Bush. Piston Pin-Same	6389	.21
Bush. Front Spr.-Same & 37, 37A-43A	M5U	.30
Bush. Front Spr. Rear Bracket-1918	H2U	.22
Bush. Front Spr.-45B, 1920	M5UN	.32
Bush. Rear Lower Spr. Front Eye-45, 45A, 1917-18	M5U	.30
Bush. Rear Side Spr.-37, 37A, 1917-21	M5UN	.32
Bush. Rear Spr.-45B, 1920	M5UN	.32
Bush. Rear Spr.-8-47A	M5UN	.32
Oldsmobile Truck, Economy, 1 & 3 1/2 Ton, 1920-22—	Chevrolet FB	
Bush. Front Spr.	M5U	.30
Bush. Rear Spr.	M5UN	.32
Overland—		
Brz. Con. Rod-4-83, 83B, 84, 85, 88, 1916-17; 45, 46, 47, 1911; 37, 38, 49, 58, 1910-12; 50-51, 59, 69, 81, 1912-15; 60, 79, 80, 1912-15	6205	1.00
Brz. Con. Rod-Same	6205B	2.00
Brz. Con. Rod-4-75 & 75B, After First 25,000 Cars, 1916; 90 & 90B, 1917-19	6210	1.00
Brz. Con. Rod-4-75 & 75B, First 25,000 Cars	6210B	2.00
Brz. Con. Rod-M4, 1919-22	6215	1.29
Brz. Con. Rod-Same	6215B	1.40
Brz. Front M.-83, 83B, 84, 85, 88, 1916-17; 60, 79, 80, 50, 51, 59, 69, 81, 1912-15	6206	1.65
Brz. Front M.-75, 75B, 90, 90B, 1916-19	6211	1.68
Brz. Front M.-M4, 1919-22	6216	1.40
Brz. Center M.-83, 83B, 84, 85, 88, 1916-17; 60, 79, 80, 50, 51, 59, 69, 81, 1912-15	6206	1.65
Brz. Rear M.-Same	6208	2.44
Brz. Rear M.-75, 75B, 90, 90B, 1916-19	6212	2.26
Brz. Rear M.-M4, 1919-22	6217	1.60
Bolt Con. Rod-75, 75B, 90, 90B, 1916-19	6210E	.12
Bolt Con. Rod-M4, 1919-22	6215E	.10
Bush. Piston Pin-4-50, 51, 59, 60, 69, 79, 80, 81, 1912-15; 83, 83B, 84, 85, 88, 1916-17	6209	.35
Bush. Piston Pin-4-75, 75B, 90, 90B, 1916-19	6214	.35
Bush. M. Drive Gear-No. 3587	M5V	.34
Bush. Front Spr.-M4, 1919-22	K3U	.26
Bush. Front Spr.-4-90, 1918-19	H3T	.20
Bush. Front Spr.-4-90B, 1919, 85-4; 85-6, 1917-18	F3HK	.13
Bush. Side Spr.-M4, 1919-22	K3V	.30
Bush. Rear Side Spr.-4-90B, 1919	H3T	.20
Nut Con. Rod Bolt-75, 75B, 90, 90B, M4, 1916-22	6125N	.02
Shim-Brass-Con. Rod-83, 83B, 84, 85, 88, 1916; 45, 46, 47, 1911; 37, 38, 49, 58, 1910-12; 50, 51, 59, 69, 81, 1912-15; 60, 79, 80, 1912-15	6205S	.90
Shim-Brass-Con. Rod-M4, 1919-22	6215S	.95
Overland 6-82, 1915-16—	Cont. 6H	
Overland 80, 1915-16—	Cont. 7H	
Overland 86B, 88, 89, 1916-17—	Cont. 6A	
Overland 89, 1917-18—	Cont. 8H	
Overland 85-6, 1917-18—	Cont. 7W	
Packard—		
Brz. Con. Rod-Single Six, Series 116, 1920-22	6500B	2.37
Brz. Con. Rod-Twin Six, 1917-22	6170B	1.97
Brz. Front M.-Single Six, Series 116, 1920-21	6501B	3.21
Brz. Front M.-Same-1922	7081B	2.85
Brz. Front M.-Twin Six, 1917-22	6171B	3.54
Brz. Front Center M.-Single Six, Series 116, 1920-21	6562B	2.59
Brz. Front Intermediate, Front Center M.-Single Six, Series 116, 1922	7082B	1.78

Make-Part-Model	Stock No.	List
Brz. Center M.-Single Six, Series 116, 1922	7083B	2.36
Brz. Center M.-Twin Six, 1917-22	6172B	5.94
Brz. Rear Center M.-Single Six, Series 116, 1920-21	6563B	2.08
Brz. Rear Center, Rear Intermediate M.-Single Six, Series 116, 1922	7082B	1.76
Brz. Rear M.-Single Six, Series 116, 1922	7084B	3.66
Brz. Rear M.-Twin Six, 1917-22	6173B	4.26
Brz. Rear M.-Single Six, Series 116, 1920-21	6564B	4.06
Bolt Con. Rod-Twin Six, All Years	6170E	.20
Bush. Piston Pin-Single Six, Series 116, 1920-21	6564X	.34
Bush. Piston Pin-Twin Six, 1917-22	6174	.37
Bush. Spr.-See Parts Number	K3UN	.30
Bush. Spr.-See Parts Number	K3U	.26
Bush. Rear Spr. Front Eye-See Parts Number	M5X	.44
Bush. Rear Spr. Rear Eye-See Parts Number	K3WS	.40
Nut Con. Rod Bolt-Twin Six	6125N	.02
Packard Truck—		
Brz. Con. Rod-EF, EY, DE, EE, 5 & 6 Ton, 1916-22	6565B	3.60
Brz. Con. Rod-1, 1 1/2 Ton, 1916-22	6715B	3.22
Brz. Front M.-EY, EE, 5 & 6 Ton, 1918-22	6566B	4.90
Brz. Front M.-DE, EE, 3 & 4 Ton, 1916-22	6566B	4.96
Brz. Front M.-1, 1 1/2 & 2 Ton, 1916-22	6716B	4.28
Brz. Front Center M.-DE, EE, 3 & 4 Ton, 1916-22	6567B	4.96
Brz. Front Center M.-EF, FY, 5 & 6 Ton, 1918-22	6567B	4.96
Brz. Front Center M.-1, 1 1/2 & 2 Ton, 1916-22	6717B	4.03
Brz. Rear Center M.-1, 1 1/2 & 2 Ton, 1916-22	6718B	4.03
Brz. Rear Center M.-DE, EE, 3 & 4 Ton, 1916-22	6568B	4.96
Brz. Rear Center M.-EF, EY, 5 & 6 Ton, 1918-22	6568B	4.96
Brz. Rear M.-DE, EE, 3 & 4 Ton, 1916-22	6569B	6.95
Brz. Rear M.-EF, EY, 5 & 6 Ton, 1918-22	6569B	6.95
Brz. Rear M.-1, 1 1/2 & 2 Ton, 1916-22	6719B	6.20
Bush. Piston Pin-EY, EF, 5 & 6 Ton, 1918-22	6569X	.81
Bush. Piston Pin-1, 1 1/2 & 2 Ton, 1916-22	6719X	.59
Bush. Piston Pin-Twin Six, First Series, 1916	6809	.36
Paige, Lakewood, Larchmont, Daytonia, 66, 1920-22—	Cont. 8A	
Paige 46, 1914-15—	Cont. 6H	
Paige, Brooklands, Stratford, Frankfield, 6-16, 6-51—	Cont. 7N	
Paige, Essex, Larchmont, 55, 1917-20—	Cont. 9N	
Paige, 1915-16—	Rutenber 22	
Paige, Dartmore, Linwood, Glendale, 38, 39, 1916-19—	Rutenber 25	
Paige—		
Brz. Con. Rod-Ardmore, First Cars; 42, Lenox; Glenbrook 6-44, 1919-22	6500	1.26
Brz. Con. Rod-Same	6500B	2.73
Brz. Front M.-Ardmore, First Cars; 42, Lenox; Glenbrook 6-44, 1919-22	6501	2.04
Brz. Front-Jewett, 1922	7066B	3.30
Brz. Center M.-42, Lenox; Glenbrook, Ardmore, Jewett, 6-44, 1919-22	6502	1.74
Brz. Rear M.-42, Lenox; Glenbrook, Ardmore, First Cars, 6-44, 1919-22	6503	1.92
Brz. Rear M.-Jewett, 1922	7068B	2.67
Bolt Con. Rod-6-42, 6-44, Jewett	6245E	.16
Bush. Piston Pin-42, Lenox; Glenbrook, Ardmore, First Cars, 6-44	6504	.47
Bush. Front Spr.-6-36, 6-38, 6-39, 1913-18	K3V	.30
Bush. Front Spr. Bracket-Jewett 6-38, 6-39, 6-51, 6-53, 6-42, 6-44, 6-56, 1916-22	K3T	.26
Bush. Front Spr. Rear Bracket-Jewett 6-66, 6-42, 6-44, 1920-22	K3T	.26
Bush. Rear Spr. Front Eye-6-66, 1920-22	PTUN	.32
Bush. Rear Spr. Front Eye-Jewett, 1920	PTU	.32
Bush. Rear Spr.-6-36, 6-39, 6-38, 1913-18	K3V	.30
Bush. Rear Spr.-6-46, 6-51, 6-55	K3VH	.30
Bush. Rear Spr.-6-42, 6-44, 1919-22	K3UH	.26
Bush. Rear Spr.-6-51, 6-55, 6-46, 1915-19	K3UN	.30
Bush. Rear Spr.-6-66, 1920-22	K3VN	.30
Bush. Rear Spr.-Jewett, 1922	K3T	.26
Bush. Rear Spr. Bracket-6-42, 6-44, 6-66, 1919-22	K3UH	.26
Bush. Rear Spr. Rear Bracket-Jewett, 1922	K3T	.26
Nut Con. Rod Bolt	6105N	.03
Paige Truck, 51-18, 3 1/2 Ton, 1917-20—	Cont. E4	
Paige Truck, Same, 2 1/2 Ton, 1917-20—	Cont. C4	
Paige Truck, 52-19, 1 1/2 Ton, 1920-22—	Hinkley HAA 400	
Paige Truck, 54-20, 2 1/2 Ton, 1921-22—	Hinkley HA 500	
Paige Truck, 51-18, 3 1/2 Ton, 1921-22—	Hinkley HA 200	
Patterson 6, 1916-20—	Cont. 7W	
Bush. Front Spr.-6-50, 6-52, 1920-22	K3V	.30
Bush. Rear Spr. Front Eye-Same	M5V	.34
Bush. Rear Spr. Rear Eye-Same-1920-21	K3W	.32
Peerless 8—		
Brz. Con. Rod-56 Series, 1, 2, 3, 4, 5, 6, 7, 1917-22	6380B	1.72
Bush. Piston Pin-Same	6384	.40
Bush. Front Spr.-8-80-86, 1916-22	H1S	.19
Bush. Front Spr. Rear Bracket-Same	H1S	.20
Bush. Rear Side Spr.-Same	H1S	.19
Bush. Rear Cross Spr.-Same	H1S	.19
Piedmont 4, 1917-22—	Lycorning K	
Bush. Front Spr.-1919-22	M5U	.30
Bush. Rear Spr.-6-40, 1919-22	M5U	.30



DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make—Part—Model	Stock No.	List	Make—Part—Model	Stock No.	List
Pierce Arrow—			Service Truck, 1 & 1½ Ton, 1920-22—	Buda RU	
Brg. Con. Rod-6-3S, 1919-22	6445B	3.48	Bush. Front Spr-220, 1 Ton, 1917-21	M5UN	.32
Bush. Piston Pin-6-3S, 1919-21	6449	.50	Bush. Spr-230-31-36, 240-41, 1½, 2, 2½, 1917-22	M5V	.34
Bush. Piston Pin-94, 1917-18	6909	.76	Shims, Brass, Blank	3S	.90
Bush. Piston Pin-RK & R9, 5 Ton, 1920-22	6904	.69	Shims, Brass, Blank	2S	.90
Pittsburgh Engine—			Shims, Brass, Blank	1S	.90
Brg. Con. Rod-86, 1921	6505	1.23	Standard Truck, 76, 2 & 2½ Ton, 1919-22—	Cont. C2	
Brg. Con. Rod-84	6980	1.40	Bush. Front Spr-56, 1 Ton, 1918-20	K3V	.30
Brg. Front M-84	6981	2.31	Bush. Front Spr-66-86, 3½ & 5 Ton, 1919-22	PTX	.48
Brg. Front M-86, 1921	6506	2.91	Bush. Front Spr-76, 2 Ton, 1919-22	M5V	.34
Brg. Center M-84	6982	2.18	Bush. Front Spr-8-F, G, H, & I, 1916-22	M5UN	.32
Brg. Center M-86, 1921	6507	3.19	Bush. Rear Spr-56, 8F, G, H, & I, 1 Ton, 1916-22	M5V	.34
Brg. Rear Center M-86, 1921	6508	3.50	Bush. Rear Spr-76, 2 Ton, 1919-22	M5X	.44
Brg. Rear M-84	6983	2.24	Stearns-Knight—		
Bush. Piston Pin-84	6984	.42	Brg. Con. Rod-8, K, L, 1914-22	7030B	3.19
Premier 12—	Weldley C		Brg. Front M-Same	7031B	3.36
Brg. Con. Rod-6B, 6C, 6D, 1917-22	6600B	2.25	Brg. Center M-Same	7032B	4.32
Regal 4, 1910-17—			Brg. Rear M-Same	7033B	5.31
Brg. Con. Rod	6955	1.72	Bush. Front Spr-SKL4, SK5, 1917-18	K3U	.26
Reo—			Stephens—		
Brg. Front M-T, U, T6, T6B, U6, 1920-23	6981B	3.60	Brg. Con. Rod-Salient Six, 76, 82, 83, 84, 86, 90, 92, 1919-22	6570B	1.83
Brg. Center M-Same	6982B	3.16	Bush. Piston Pin-Same	6704	.25
Brg. Rear M-Same	6983B	5.48	Bush. Front Spr	K3U	.26
Bush. Piston Pin-Same	6984	.38	Bush. Rear Spr. Front Eye	L5V	.28
Bush. Spr-No. 4F, D3	Q7Y	.45	Bush. Rear Spr. Rear Eye, 1920-22	K3V	.30
Bush. Spr-No. 1M, C18	K3U	.26	Shim-Brass-Con. Rod, 1919-22	6570S	1.00
Bush. Front Spr. Right Hanger-No. 4T, D3	M3U	.34	Sterling Truck, 2½ Ton, 1920-22—	Waukesha CU	
Bush. Rear Spr-Model M, 1918	M3V	.38	Bush. Front Spr-7½ Ton, 1920-21	PTX	.48
Bush. Rear Spr-6, 1916-19	K3V	.30	Sterling Engine, 4, 5, 7, 8, 14, 19, 20—		
Bush. Rear Spr. Front Eye, ¾ Ton Truck, 1916-22	J3V	.26	Brg. Front M	6426	2.00
Bush. Rear Spr. Front Eye-Model R	J3U	.22	Brg. Rear M-10-20	6427	2.20
Bush. Rear Spr. Rear Eye & Rear Hanger-No. 4T, D3	M3U	.34	Stewart Truck, ¾ Ton, 1919-22—	Sterling 4	
Bush. Valve Lifters-No. 3RA77	F1G	.14	Bush. Front Spr-11, ¾ Ton, 1920-21	K3U	.26
Bush. Reverse Idler Gear-No. ITB11	P7U	.32	Bush. Rear Spr-1920-21	M5UN	.32
Republic Truck, 10, 10E, 11X, 1 & 1½ Ton, 1916-22—	Cont. N4		Stoughton Truck, 1 & 1½ Ton, 1921-22—	Waukesha BUX	
Brg. Con. Rod-9, 10X, 14, 1917-19	6355B	2.66	Bush. Front Spr-1 Ton, 1920-22	M5UN	.32
Bush. Piston Pin-Same	6359	.38	Bush. Rear Spr-1 Ton, 1920-22	M5V	.34
Bush. Front Spr-F10, 11X, E11, 1917-22	J3U	.22	Studebaker—		
Bush. Front Spr-19, 1919-22	K3V	.30	Brg. Con. Rod-EG, Big Six, 1919-22; 6ED, 1916-18; SF, 1916-18; SH, Four, 1919; EH, Special Six, 1920-22	6510	1.16
Bush. Rear Spr-No. 4317	J3V	.26	Brg. Con. Rod-EJ, Light Six, 1920-22	6920	1.28
Bush. Spr-No. 3212, F10	K3U	.26	Brg. Con. Rod-EM, F30, 1912; Flanders 20, 1912	6950	1.46
Bush. Rear Spr-No. 1376-6	Q9W	.46	Brg. Front M-SH, Four, 1919; EH, Special Six, 1919; EG, Big Six, 1919	6511B	2.43
Bush. Rear Spr. Rear Eye-19, 1919-22	PTX	.48	Brg. Front M-EG, Big Six; EH, Special Six, 1920-22	6791B	2.99
Bush. Spr. Pivot Bolt-No. 2063, A12	Q9TD	.28	Brg. Front M-SF-4, 1916-18; ED-6, 1918	7201B	2.45
Bush. for Spindle-No. 2056-9	K3S	.23	Brg. Front M-EJ, Light Six, 1920-22	6921B	3.07
Rochester Engine 6—			Brg. Front Center M-6-ED, 1916-18	6512B	1.63
Brg. Con. Rod	7235B	3.60	Brg. Center M-SF, 1916-18; SH, Four, 1919	6513B	2.43
Rochester-Duesenberg Engine 4—			Brg. Center M-EH, Special Six, 1919	6512B	1.63
Brg. Con. Rod-G1, G2, A1, G	6620B	2.70	Brg. Center M-EG, Big Six, 1920-22	6512B	1.63
Rolls Royce Car, 1921-22—			Brg. Center M-EH, Special Six, 1920-22	6792B	2.73
Bush. Piston Pin	7169	.76	Brg. Center M-EJ, Light Six, 1920-22	6922B	2.58
Rutenber Engine—			Brg. Rear Center M-EG, Big Six, 1919; 6-ED, 1916-18; EH, Special Six, 1919	6513B	2.48
Brg. Con. Rod-Model 22	6630	1.32	Brg. Rear Center M-EJ, Light Six, 1920-22	6923B	2.73
Brg. Con. Rod-Models 23 & 25	6245	.84	Brg. Rear Center M-EJ, EG, Big Light, 1920-22; EH, Special Six, 1920-22	6793B	3.13
Brg. Con. Rod-Same	6245B	2.15	Brg. Rear M-EG-6, 1916-18; 8-4, 1916-18	6514B	3.02
Brg. Con. Rod-Model 23-4	6390	1.71	Brg. Rear M-EG, Big Six, 1920-22; EH, Special Six, 1920-22	7201B	3.90
Brg. Front M-Models 23 & 25	6246	2.06	Brg. Rear M-EG, Big Six, 1920-22; EH, Special Six, 1920-22	6794B	3.54
Brg. Center M-Same	6247	1.83	Bolt Con. Rod-EG, Big Six; EH, Special Six, 1919-22	6924B	3.18
Brg. Rear M-Same	6248	1.81	Bolt Con. Rod-EG, Big Six, 1919-22	6510E	.16
Bolt Con. Rod-Models 23-23-25	6245E	.16	Bolt Con. Rod-EJ, Light Six, 1920-22	6510EA	.14
Bush. Piston Pin-Same	6249	.32	Bush. Piston Pin-6EB, 25SA, DD, 1913-16	6920E	.14
Nut Con. Rod Bolt-Same	6105N	.03	Bush. Piston Pin-SH, Four, 1919; EG, Big Six, 1920-22; EH, Special Six, 1920-22	6814	.29
Shim-Brass-Con. Rod-Models 23 & 25	6245S	1.00	Bush. Piston Pin-EG, Big Six; 6ED, 1916-19; SF, 1916-18	6514R	.24
R. & V. Knight Car—			Bush. Front Universal Joint	6819X	.38
Brg. Con. Rod-M35, 12GB, 1910-19; M40, 1913; C, 1916-20 (Moline)	6850B	2.44	Bush. Radius Rod Support, 1916-18	6514D	.84
Bush. Piston Pin-R, 1920-22	6704	.25	Bush. Steering Knuckle Arm	K5Q	.16
Bush. Piston Pin-6J, 1919-22	6759	.24	Bush. Steering Knuckle, Upper-ED6, SF4, 1916-18	K3Q	.17
Saxon 4, 1914-15—	Cont. OG		Bush. Steering Knuckle, Lower-Same	6514H	.40
Saxon, B, B5R, B6R, B7R, 4-15-16, 1915-18—	Cont. OG		Bush. for Steering Gear Case-EG6, EH6, SH4, 1919-22	QK17Q	.24
Saxon 6, G, Y, 1915-19—	Cont. 7V		Bush. Front Spr-EG, EH, 1916-22	H2U	.22
Bush. Rear Spr., 1917-19	K3V	.30	Bush. Front Spr-SH4, 1919	H2U	.22
Screws, Machine	5	.70			
Screws, Machine	15	.80			
Screws, Machine	20	1.10			
Screws, Machine	34	1.40			
Screws, Machine	43	1.80			
Scripps-Booth, 1916-17—	Sterling 14				
Scripps-Booth, 1916—	Sterling 19				
Scripps-Booth, 5, C4, 1915-17—	Sterling 7				
Scripps-Booth, 1917-19—	Chevrolet FA				
Scripps-Booth, 39, 40, 41, 42, B39, 1917-21—	Northway 111				
Scripps-Booth, F, 1921-22—	Cont. 7H				
Bush. Front Spr-B39-40-41-42, F43-44-45-46, 1919-21	M5U	.30			
Bush. Rear Spr-B39-40-41-42, F43-44-45-46, 1919-21	M5UN	.32			
Bush. Rear Spr. Rear Eye-6-39, 40, 41, 42	J2S	.22			
Seldon Truck, A 1½, 1920-22—	Cont. N4				
Bush. Front Spr-TL, TXL, 1 Ton, 1917-18	K3V	.30			
Bush. Front Spr-J, JW1, JCB, JW, RL, 1½ & 2 Ton, 1915-19	M5UN	.32			





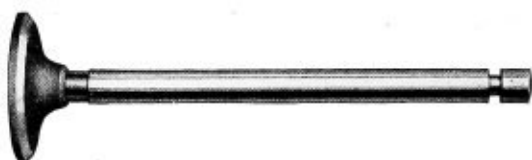
DIE CAST AND BRONZE BACK BEARINGS, PHOSPHOR BRONZE BUSHINGS—Continued

Make—Part—Model	Stock No.	List
Bush. Rear Spr.-2ED, 4SF, 1916-18	H2U	.22
Bush. Rear Spr. Rear Eye-EJ, 1920-22	H2U	.22
Bush. Rear Spr. Rear Hanger-6EG, 6EH, EG, SH4, 1919-22	H2U	.22
Nut Con. Rod Bolt-EH, Special Six; EG, Big Six; SH4, 1919-22	6005N	.03
Nut Con. Rod Bolt-Light Six, 1920-22	6515N	.06
Nut Con. Rod Cap Bolt EG, Big Six, 1919-22	6125N	.02
Shim-Brass-Con. Rod-EG, Big Six, 1919-22	6510S	1.00
Shim-Brass-Con. Rod-EG, Big Six; EH, Special Six; SH4, 1919-22	6510SA	1.00
Studebaker Truck—		
Brg. Con. Rod-1 Ton, 1916-18	6510	1.27
Brg. Center M-Same	6513B	2.48
Bush. Piston Pin-Same	6819X	.38
Bush. Rear Spr-Same	J3W	.26
Stutz—		
Brg. Con. Rod-K, 1921-22	6935B	4.20
Brg. Con. Rod-4S, G, 4H, 1918-20	6975B	3.66
Brg. Front M-Same	6976B	5.05
Brg. Front M-K, 1921-22	6936B	5.61
Brg. Center M-4S, G, 4H, 1918-20	6977B	4.96
Brg. Center M-K, 1921-22	6937B	5.61
Brg. Rear M-4S, G, 4H, 1918-20	6978B	6.50
Brg. Rear M-K, 1921-22	6938B	6.51
Bolt Con. Rod-K	6935E	.32
Bush. Piston Pin-4S, G, 4H, 1918-20	6979	.38
Nut Con. Rod Bolt-K	6105N	.03
Supreme Engine—		
Brg. Con. Rod-84	6625B	2.40
Superior Truck E, 2 Ton, 1919-22—Cont. C2		
Bush. Front Spr-E, 2 Ton, 1919-22	K3UN	.30
Bush. Rear Spr-Same	M5X	.44
Bush. Rear Spr-D, 1 Ton	K3W	.32
Teeter-Hartley Engine, 6-H—		
Brg. Con. Rod	6025B	2.37
Templar, A4, 4S, 1918-22—		
Bush. Front Spr	PTU	.32
Bush. Rear Spr	PTUD	.32
Tower Truck G, 3½ Ton, 1919-22—Cont. E4		
Bush. Front Spr	QK9XC	.30
Bush. Rear Spr	M5V	.34
Transport Truck, 1 & 1½ Ton, 1921-22—Buda WU		
Bush. Rear Spr-70, 3½ Ton, 1919-22	RH25XE	1.00
Bush. Rear Spr-20, 1 Ton, 1919-22	PD7W	.42
Bush. Front Spr-20, 30, 50, 1, 1½ & 2½ Ton, 1919-22	M5UN	.32
U. S. Military Artillery Tractor 25-40—(Holt Caterpillar)		
Brg. Con. Rod	7015	4.56
Velie 6-22, 27, 25, 38, 1916-19—Cont. 7W		
Velie 6-15, 1915-17	Cont. 7N	
Velie 6-48, 1919-22	Cont. 7R	
Velie 6-34, 1920-22	Falls 9000	
Velie 6-39, 1918-19	Cont. 9N	
Bush. Spr. Pivot Bolt-No. 2063-12	Q9TD	.28
Velie Truck, 26B, 3½ Ton, 1919-20—Cont. E4		
Velie Truck, 25B, 2 Ton, 1919	Cont. C4	
Velie Truck, 46, 1920-22	Cont. N4	
Velie Truck, 15-39, 1915-19	Cont. 9N	
Walker Engine—		
Bush. Piston Pin	6974	.30
Wallis Tractor, J, K, K3—		
Brg. Con. Rod	7055B	2.73
Waukesha Engine—		
Brg. Con. Rod-JU4	6640B	4.36
Brg. Con. Rod-8, SU4, SU4R, R, RU4, RU4R, O, OU4, OU4R, N, NU4, NU4R	6420B	2.75
Brg. Con. Rod-FU, C, CU	6415B	4.03
Brg. Con. Rod-EU	6410B	4.72
Brg. Con. Rod-DU	6405B	4.00
Brg. Con. Rod-B, BX, BUX, BU4	6400B	2.67
Brg. Con. Rod-L, LU4, LU7, M, MU4, MU7, P, PU4, PU7	6395B	3.80
Brg. Front M-S, SU4, SU4R, R, RU4, RU4R, O, OU4, OU4R, N, NU4, NU4R	6421B	4.20
Brg. Front M-FU, C, CU	6415B	4.03
Brg. Front M-EU	6410B	4.72
Brg. Front M-DU	6405B	4.00
Brg. Front M-B, BX, BUX, BU4	6401B	3.84
Brg. Front M-L, LU4, LU7, M, MU4, MU7, P, PU4, PU7	6396B	5.00
Brg. Center M-S, SU4, SU4R, R, RU4, RU4R, O, OU4, OU4R, N, NU4, NU4R	6422B	4.20
Brg. Center M-FU, C, CU	6411B	4.60
Brg. Center M-EU	6411B	6.30
Brg. Center M-DU	6406B	5.68
Brg. Center M-B, BX, BUX, BU4	6402B	3.36
Brg. Center M-L, LU4, LU7, M, MU4, MU7, P, PU4, PU7	6397B	5.00
Brg. Rear M-S, SU4, SU4R, R, RU4, RU4R, O, OU4, OU4R, N, NU4, NU4R	6423B	3.00
Brg. Rear M-FU, C, CU	6416B	4.60
Brg. Rear M-EU	6411B	6.30
Brg. Rear M-DU	6406B	5.68

Make—Part—Model	Stock No.	List
Brg. Rear M-B, BX, BUX, BU4	6403B	5.11
Brg. Rear M-L, LU4, LU7, M, MU4, MU7, P, PU4, PU7	6398B	5.00
Bush. Piston Pin-R, RU4, RU4R	6424X	.33
Bush. Piston Pin-N, NU4, NU4R	6424	.36
Bush. Piston Pin-B, BX, BUX, BU4	6404	.47
Bush. Piston Pin-L, LU4, LU7, MU4, MU7, P, PU4, PU7	6399	.40
Weidley Engine—		
Brg. Con. Rod-C	6150B	1.61
Brg. Con. Rod-M, MB	6105B	2.01
Brg. Front M-M, MB	6106B	3.71
Brg. Center M-Same	6107B	3.71
Brg. Rear M-Same	6108B	4.45
Bolt Con. Rod-Same	6105E	.16
Bush. Piston Pin-C	6154	.38
Bush. Piston Pin-M, MB	6109	.35
Nut Con. Rod-M, MB	6105N	.03
White Truck—		
Brg. Con. Rod-15GBCB, ½ Ton, 1918-20	6130B	2.70
Brg. Con. Rod-Chain Drive, 5 Ton, up to 1919	6135B	4.65
Brg. Con. Rod-40, 3-3½ Ton, 1921-22; 45-450, 5 Ton, 1921-23	7230B	3.07
Brg. Con. Rod-15-20, ½-2 Ton, 1921-23	6780B	2.90
Brg. Con. Rod-45TG, ATG, 5 Ton, 1919-20; 40TJ, ATJ, 3-3½ Ton, 1919-20	6775B	3.10
Brg. Con. Rod-TBC, TDB, TDC, 1½-2-2½ Ton, 1918-20	6130B	2.70
Brg. Front M-45-150TG, ATG, 1919-20; 40, 3-3½ Ton, 1921-22; TJ, ATJ, 3-3½ Ton, 1919-20	6776B	4.38
Brg. Center M-TJ, ATJ, 3-3½ Ton, 1919-20; TG, ATG, 5 Ton, 1919-20; 45-450, 5 Ton, 1921-23	6776B	4.38
Brg. Rear M-40, 3-3½ Ton, 1921-23; 45-450, 5 Ton, 1921-23; 40TJ, ATJ, 3-3½ Ton, 1919-20; 15TG, ATG, 5 Ton, 1919-20	6778B	5.19
Bolt Con. Rod-3-3½ Ton, 1918-20	6775E	.16
Bolt Con. Rod-15GBCB, TBC, TDB, TDC, 20, ¼, 1½, 2, 2½ Ton, 1918-20	6130E	.16
Bush. Piston Pin-Chain Drive, 5 Ton, up to 1919	6139	.30
Bush. Piston Pin-15GBCB, TBC, TDB, TDC, ¼ ton, 1918-20; 15, 20, 3, ½ Ton & 2 Ton, 1921-22	6134	.24
Bush. Piston Pin-40TJ, ATJ, 3 Ton, 1919-20; 40, 1921-22	6134X	.41
Bush. Piston Pin-45-50, 5 Ton, 1921-22; 45TG, ATG, 5 Ton, 1919-20	6779	.55
Bush. Front Spr-15GBCB, ½ Ton, 1918-22	K3U	.26
Bush. Front Spr-20, 2 Ton, 1919-22	M5W	.36
Bush. Front Spr. Hanger-15GBCB, ½ Ton, 1918-22	K3U	.26
Bush. Front Spr. Hanger-TBC, TDB, TDC, 20, 1918-22	M5W	.36
Bush. Rear Spr-15GBCB, ½ Ton, 1918-22	M5V	.34
Bush. Front Camshaft-40-45TJ, ATJ, TG, ATG, 3-3½-5 Ton, 1919-23	6776C	1.66
Bush. Center Camshaft-Same	6777C	1.08
Bush. Rear Camshaft-Same	6778C	1.10
Nut Con. Rod Bolt-3-3½ Ton	6095N	.02
Nut Con. Rod Bolt-¼, 1½, 2, 2½ Ton	6130N	.06
Willis-Knight—		
Brg. Con. Rod-20, 1919-22	6885B	2.24
Brg. Con. Rod-88-4, 84-4, 1916-19	6890B	3.36
Brg. Front M-20, 1919-22	6886B	2.81
Brg. Center M-20, 1919-22	6887B	2.84
Brg. Rear M-20, 1919-22	6888B	3.90
Bush. Piston Pin-Same	6889	.21
Bush. Front Spr-20, 1920-21	K3U	.26
Bush. Front Spr. Front Eye-20, 1920-21	M5UN	.32
Bush. Rear Spr-88-4, 84-4, 1917-20	K3W	.32
Bush. Rear Spr. Rear Eye-20, 1920-21	K3V	.30
Winton 6—		
Brg. Con. Rod-Light Six, 22A, 1916-19	6840	1.04
Brg. Con. Rod-Light Six, 25, 1919-22	6845B	2.17
Bolt Con. Rod-22A, 1916-19	6840E	.20
Nut Con. Rod Bolt-22A	6105N	.03
Wisconsin Engine—		
Brg. Con. Rod M	6960B	4.90
Brg. Con. Rod-EAU, TAU, UAU	6765B	3.48
Brg. Con. Rod-VAU, B	6015B	3.07
Brg. Con. Rod-JU, JAU	6005B	3.75
Brg. Front M-L	6771B	3.22
Brg. Center M-B	6016B	3.13
Brg. Front M-B	6016B	3.13
Brg. Front M-JAU, JU, A, AU	6006B	3.75
Brg. Front Center M-L	6772B	2.57
Brg. Center M-JAU, JU, A, AU	6006B	3.75
Brg. Rear Center M-L	6773B	2.64
Brg. Rear M-B	6018B	4.15
Brg. Rear M-JAU, JU, A, AU	6007B	4.50
Brg. Rear M-L	6774B	3.93
Bolt Con. Rod-All Models	6005E	.20
Bush. Piston Pin-EAU, CAU, TAU	6769	.57
Bush. Piston Pin-UAU, VAU	6764	.54
Bush. Piston Pin-RBU, RAU	6734	.74
Bush. Piston Pin-L	6774X	.35
Nut Con. Rod Bolt-All Models	6005N	.03
Screws-M. Brg.	50	2.40



GIBSON VALVES



SPECIAL PROCESS HEAD—CARBON STEEL STEM—DO NOT PIT OR WARP
ACCURATELY MACHINED AND GROUND
VALVE HEAD SAME MATERIAL AS CYLINDER—UNIFORM EXPANSION AND
CONTRACTION

Thousands of Gibson Valves are carried in our stock at all times, and it is possible for us to give immediate service on valves for any motor. This dependable service is invaluable to every dealer and garageman, because when valves, or any other important replacement parts are needed, it is easy to promptly get the correct part at the correct price from The Gibson Company. The valve listing which follows is a fair example of our complete stock.

ALPHABETICAL LIST—PASSENGER CARS

Stock No.	MAKE	MODEL	YEAR	MOTOR	No. Cyl.	List	Stock No.	MAKE	MODEL	YEAR	MOTOR	No. Cyl.	List
X-150	Abbott*	44	1916-18	Cont. 7W	6	\$1.00	X-203	Buick, 1/2 O. S.	D54, 55	1916	Own.	6	\$1.05
X-158	Ace	H. L.	1921	H. S. 11000	6	1.10	X-205	Buick, 1/2 O. S.	B55	1914	Own.	6	1.05
X-113	Alsaac		1920-22	Lycoming K.	4	.90	X-113	Bush	A. E.	1921-22	Lycoming K.	4	.90
X-192	American	A. B.	1916-20	Rutember 25	6	1.00	X-150	Bush		1916-20	Cont. 7W	6	1.00
X-198	American*		1916-20	H. S. 11000	6	1.10	X-192	Bush	E. G.	1921-22	Rutember 25	6	1.00
X-192	American*	Pan Amer.	1919-20	Cont. 7W	6	1.00	X-247	Cadillac	55, 57, 58, 59, 60	1917-22	Own.	8	1.15
X-192	American*	Pan Amer.	1919-19	Rutember 25	6	1.00	X-288	Cadillac, 1/2 O. S.	55, 57, 58, 59				
X-150	Anderson*	260-400	1917-20	Cont. 7W	6	1.00			61				
X-158	Anderson*	30	1920-22	Cont. 7R	6	1.10	X-120	Case*	60, 61	1917-22	Own.	8	1.15
X-120	Anderson*	70	1919-22	Cont. 9N	6	1.00	X-248	Chalmers, Exhaust	35B, C, D, E.	1917-22	Own.	6	.90
X-150	Auburn*	39	1917-20	Cont. 7W	6	1.00	X-249	Chalmers, Intake	35B, C, D, E.	1917-22	Own.	6	.90
X-158	Auburn*	39, 54	1920-22	Cont. 7R	6	1.10	X-249	Chalmers	6-30	1917-22	Own.	6	.90
X-192	Auburn*		1917	Rutember 25	6	1.00	X-198	Champion	24	1920-22	H. S. 7000	4	1.10
X-120	Auburn*	44	1918-22	Cont. 9N	6	1.00	X-113	Champion	CA	1919-22	Lycoming K.	4	.90
X-150	Baker, R. & L.*	25	1916-18	Cont. 7W	6	1.00	X-140	Chandler	All (Slotted)	1918-18	Own.	6	.90
X-150	Beggs*	187, 19T	1918-19	Cont. 7W	6	1.00	X-272	Chandler	All (Drilled)	1919-22	Own.	6	.90
X-158	Beggs*	20T	1919-22	Cont. 7R	6	1.10	X-255	Chandler, 1/2 O. S.	All (Slotted)	1918-18	Own.	6	.90
X-198	Bell	18	1921-22	H. S. 7000	4	1.10	X-273	Chandler, 1/2 O. S.	All (Drilled)	1919-22	Own.	6	.90
X-131	Biddle			Buda W.	4	.25	X-112	Chevrolet	All	1913-22	Own.	4	.60
X-150	Birch*	45, 45B	1919-20	Cont. 7W	6	1.00	X-216	Chevrolet, 1/2 O. S.	All	1913-22	Own.	4	.70
X-113	Birch*	40	1920-22	Lycoming K.	4	.90	X-144	Cleveland	40	1919-22	Own.	6	.70
X-197	Birch	30, 30B	1918-22	Lycoming K.	4	.90	X-283	Cleveland, 1/2 O. S.	40	1919-22	Own.	6	.70
X-198	Birch	44	1921-22	H. S. 7000	4	1.10	X-198	Climber	K	1920-22	H. S. 7000	4	1.10
X-198	Birch	Light 6	1921-22	H. S. 11000	6	1.10	X-268	Cole	50, 60, 70	1915-22	Own.	8	1.00
X-150	Bour Davis*	17, 17B, 18B	1916-19	Cont. 7W	6	1.00	X-145	Colonial, Grooved	35	1917	Falls	6	.90
X-158	Bour Davis*	20	1920-22	Cont. 7R	6	1.10	X-189	Colonial, Slotted	35	1917	Falls	6	.90
X-120	Bour Davis*	21	1920-22	Cont. 9N	6	1.00	X-150	Columbia*		1917-20	Cont. 7W	6	1.00
X-113	Bradley*		1920-22	Lycoming K.	4	.90	X-192	Columbia		1919-21	Rutember 25	6	1.00
X-121	Briscoe	34	1920-22	Cont. 7W	6	1.00	X-120	Columbia	CS-1	1920-22	Cont. 9N	6	1.10
X-267	Briscoe	24	1915-20	Own.	4	.90	X-158	Comet	CS-2	1921-22	Cont. 7R	6	1.10
X-122	Buick, Intake	22-34 to 37	1922-23	Own.	4	1.15	X-113	Commonwealth*	40	1918-22	Lycoming K.	4	.90
X-296	Buick, Exhaust	22-34 to 37	1922-23	Own.	4	1.15	X-198	Commonwealth	44	1921	H. S. 7000	4	1.10
X-123	Buick, Exhaust	22-34 to 37	1922-23	Own.	4	1.15	X-150	Crawford	40	1918-20	Cont. 7W	6	1.00
X-195	Buick, Intake, 1/2 O. S.	B24, 25	1914	Own.	4	.85	X-129	Crawford	20-40	1919-22	Cont. 9N	6	1.00
X-183	Buick, Intake, 1/2 O. S.	C24, 25	1915	Own.	4	.85	X-113	Crow-Elkhart*	K, C, E, L	1917-22	Lycoming K.	4	.90
X-183	Buick, Intake, 1/2 O. S.	D44, 5, 6, 7	1916-17	Own.	6	.85	X-192	Crow-Elkhart	S55, 63, 65	1916-20	H. S. 11000	6	1.10
X-184	Buick, Intake, 1/2 O. S.	B24, 25	1914	Own.	4	.85	X-192	Crow-Elkhart	H	1919-21	Rutember 25	6	1.00
X-184	Buick, Intake, 1/2 O. S.	C24, 25, 37	1915	Own.	4	.85	X-198	Curtis	45	1920-22	H. S. 7000	4	1.10
X-184	Buick, Intake, 1/2 O. S.	D44, 5, 6, 7	1916-17	Own.	6	.85	X-150	Davis*	H. I. K.	1917-18	Cont. 7W	6	1.00
X-184	Buick, Intake, 1/2 O. S.	E44, 49, 50	1918	Own.	6	1.00	X-158	Davis*	51, 57, 54, 67	1920-22	Cont. 7R	6	1.10
X-185	Buick, Intake, 1/2 O. S.	H44, 49, 50	1919	Own.	6	1.00	X-120	Davis*	D to H. K.	1917-19	Cont. 9N	6	1.00
X-185	Buick, Intake, 1/2 O. S.	K44, 49, 50	1920-21	Own.	6	1.00	X-150	Detroit*	All	1916-18	Cont. 7W	6	1.00
X-186	Buick, Intake, 1/2 O. S.	L44, 49, 50	1921	Own.	6	1.00	X-198	Dixie Flyer	H. S. 70	1919-22	H. S. 7000	4	1.10
X-186	Buick, Intake, 1/2 O. S.	M44, 49, 50	1922	Own.	6	1.00	X-114	Dodge	All	1915-22	Own.	4	.60
X-186	Buick, Intake, 1/2 O. S.	N44, 49, 50	1923	Own.	6	1.00	X-253	Dodge, 1/2 O. S.	All	1915-22	Own.	4	.60
X-187	Buick, Exhaust, 1/2 O. S.	F44, 49, 50	1918	Own.	6	1.00	X-113	Dort*	8, 11, 15, 17, 19	1918-22	Lycoming K.	4	.90
X-187	Buick, Exhaust, 1/2 O. S.	G44, 49, 50	1919	Own.	6	1.00	X-265	Durant	4	1921-22	Continental	4	.65
X-187	Buick, Exhaust, 1/2 O. S.	H44, 49, 50	1920-21	Own.	6	1.00	X-121	Earl	All	1922-23	Own.	4	1.00
X-187	Buick, Exhaust, 1/2 O. S.	I44, 49, 50	1921	Own.	6	1.00	X-150	Economy*	45, 46	1918-20	Cont. 7W	6	1.00
X-188	Buick, Exhaust	J44, 49, 50	1922	Own.	6	1.00	X-113	Eclair	D to H. K.	1917-22	Lycoming K.	4	.90
X-188	Buick, Exhaust	K44, 49, 50	1920-21	Own.	6	1.00	X-150	Eclair*	D, E, G, H.	1919-19	Cont. 7W	6	1.00
X-188	Buick, Exhaust	L44, 49, 50	1922-23	Own.	6	1.00	X-158	Eclair*	D, G, H. K.	1919-22	Cont. 7R	6	1.10
X-200	Buick	E41, 35, 37	1918	Own.	4	.90	X-192	Elgin, Grooved	All	1916-22	Falls	6	1.00
X-201	Buick, 1/2 O. S.	D44, 35, 37	1917	Own.	4	.85	X-189	Elgin, Slotted	All	1916-22	Falls	6	1.00
X-201	Buick, 1/2 O. S.	E41, 35, 37	1918	Own.	4	.85	X-158	Empire*	70	1916-19	Cont. 7W	6	1.00
X-202	Buick, Exhaust	C36, 7, 34, 5	1915	Own.	4	1.05	X-198	Essex, Intake	All	1918-23	Own.	4	1.10
X-202	Buick	D54, 55	1916	Own.	6	1.05	X-304	Essex, Intake, 1/2 O. S.	All	1918-23	Own.	4	1.10
X-202	Buick	B55	1914	Own.	6	1.05	X-249	Essex, Exhaust, 1/2 O. S.	All	1918-23	Own.	4	1.10
X-203	Buick, 1/2 O. S.	C36, 7, 34, 5	1915	Own.	4	1.05	X-324	Essex, Exhaust, 1/2 O. S.	All	1918-23	Own.	4	1.10

*Indicates that 1/2 O. S. Overize Stems can be furnished. See Motors.

GIBSON VALVES—Continued

PASSENGER CARS—Continued

Stock No.	MAKE	MODEL	YEAR	MOTOR	No. Cyl.	List	Stock No.	MAKE	MODEL	YEAR	MOTOR	No. Cyl.	List
X-128	Ferris*	C20, 21	1920-22	Cont. 9N	6	\$1.00	X-112	Oldsmobile	43A	1921-22	Chevrolet	4	\$0.60
X-131	Ford	All	1912-21	Own	4	1.10	X-238	Oldsmobile	3A, O. S.	1921-22	Chevrolet	4	1.10
X-194	Ford, 1/2 O. S.	All	1912-21	Own	4	1.40	X-141	Oldsmobile	37, 37A, 37B	1917-21	Northway III	6	1.00
X-112	Franklin	9B	1918-21	Own	6	1.00	X-207	Overland	75A, B	1916-18	Own	4	1.60
X-117	Gardner	G. R. T. S.	1920-22	Lycoming K	4	1.50	X-226	Overland	40, 45, 79, 80, 83A	1916-18	Own	4	1.25
X-113	Gardner	G. R. T. S.	1920-22	Lycoming K	4	1.50	X-286	Overland	3A, O. S.	1916-18	Own	4	1.25
X-192	Geromino	A45	1918-22	Rutenber 25	6	1.00	X-150	Overland*	85-6	1916-18	Cont. 7W	6	1.00
X-120	Geromino*			Cont. 9N	6	1.00	X-120	Overland*	85-6, 89-4	1916-18	Cont. 9N	4	1.10
X-150	Ghent*	45	1918	Cont. 7W	6	1.00	X-221	Overland	90A, B	1918-20	Own	4	1.10
X-129	Ghent*	60	1918-22	Rutenber 25	6	1.00	X-256	Overland, 1/2 O. S.	90A, B	1918-20	Own	4	1.10
X-192	Glide	40	1916-22	Rutenber 25	6	1.00	X-219	Overland	82	1918-19	Cont. 4H	6	1.25
X-145	Grant, Grooved*	All	1915-20	Falls	6	1.00	X-196	Overland	4	1919-23	Own	4	1.00
X-189	Grant, Slotted*	All	1915-20	Falls	6	1.00	X-217	Overland, 1/2 O. S.	4	1919-23	Own	4	1.00
X-250	Grant	6	1921-22	Walker	6	1.10	X-279	Overland	83B, 85-4	1917-18	Own	4	1.25
X-252	Grant, 010, O. S.	6	1921-22	Walker	6	1.25	X-289	Overland, 1/2 O. S.	83B, 85-4	1917-18	Own	4	1.25
X-150	Halladay*	1919	Cont. 7W	6	1.00	X-309	Packard	Single Six	1920-21	Own	6	1.25	
X-145	Halladay, Grooved*	1918-19	Falls	6	1.00	X-311	Packard	Twins 6	1916-21	Own	12	1.35	
X-189	Halladay, Slotted*	1918-19	Falls	6	1.00	X-210	Palge	46, 51	1914-15	Cont. 6H	4	1.25	
X-122	Halladay	21, 22, 23, 24	1919-22	Rutenber 25	6	1.00	X-192	Palge	38, 39, 40	1916-19	Rutenber 25	6	1.00
X-113	Hamlin-Holmes*	1920-22	Lycoming K	4	1.50	X-117	Palge	6, 42, 44	1920-22	Own	6	1.00	
X-150	Hanson*	54, 54A	1919-22	Cont. 7R	6	1.00	X-246	Palge	6-51, 55	1917-20	Cont. 9N	6	1.00
X-150	Hanson*	A	1920	Cont. 7W	6	1.00	X-192	Pan American	G-5	1918-19	Rutenber 25	6	1.00
X-198	Harvard	42	1921-22	H. S. 7000	4	1.10	X-198	Pan American	E. F. 6-55	1918-19	H. S. 11000	6	1.10
X-198	Harvard	42	1921-22	H. S. 7000	4	1.10	X-120	Pan American	JF	1919-20	Cont. 7W	6	1.00
X-285	Haynes	1915-21	Own	6	1.00	X-150	Pan American*	45, 6, 7, 8, 9	1916-20	Cont. 7W	6	1.00	
X-285	Haynes, 1/2 O. S.	1915-21	Own	6	1.00	X-150	Patterson*	50	1919-22	Cont. 7R	6	1.10	
X-269	Haynes	75	1922	Own	6	1.25	X-150	Patterson*	50	1919-22	Cont. 7R	6	1.10
X-150	Highlander*	All	1919-21	Cont. 7W	6	1.00	X-120	Pathfinder*		Cont. 9N	6	1.00	
X-150	Holter	206, 207B	1919-20	Cont. 7W	6	1.00	X-113	Penno*	All	1916-17	Lycoming K	4	1.50
X-145	Holler, Grooved*	1917-18	Falls	6	1.00	X-113	Penno*	All	1916	Cont. 7W	6	1.00	
X-150	Holler, Slotted*	1917-18	Falls	6	1.00	X-113	Piedmont	30	1917-22	Lycoming K	4	1.50	
X-150	Huffman*	W	1919	Cont. 7W	6	1.00	X-150	Piedmont*	40, 49	1917-20	Cont. 7R	6	1.00
X-158	Huffman*	1919-22	Cont. 7R	6	1.10	X-198	Pilot	6, 50	1921	H. S. 11000	6	1.10	
X-120	Hudson	6-40	1914-16	Cont. 7R	6	1.00	X-145	Premocrat, Grooved*	6-40	1921-22	Falls	6	1.00
X-150	Hudson	Super 6	1917-22	Own	6	1.15	X-189	Premocrat, Slotted*	R	1921-22	Lycoming K	4	1.50
X-287	Hudson, 1/2 O. S.	Super 6	1917-22	Own	6	1.15	X-113	Pyramid*		1921-22	Lycoming K	4	1.50
X-283	Hupmobile	R	1918-23	Own	4	1.00	X-116	Reo, Exh. 45 Seat	A-60	1916-17	Own	4	1.00
X-283	Hupmobile, 1/2 O. S.	R	1918-23	Own	4	1.00	X-116	Reo, Exh. 50 Seat	R. S. J. F.	1917	Own	4	1.00
X-270	Hupmobile	N	1914-17	Own	4	1.15	X-115	Reo, Exh. 50 Seat	R. S. J. F.	1915-18	Own	4	1.00
X-150	Jackson*	38	1919	Cont. 7W	6	1.00	X-115	Reo, Exh. 50 Seat	T. U. J. F.	1918	Own	4	1.00
X-158	Jackson*	55	1919-22	Cont. 7R	6	1.10	X-195	Reo, Exh. 45 Seat	T. U. J. F.	1919-23	Own	6	1.00
X-113	Jackson*	21	1921-22	Lycoming K	4	1.50	X-318	Reo, Intake, 1/2 O. S.	R. S.	1916-17	Own	4	1.00
X-192	Jacquet	1922	Winc. V.A.U.	Own	6	1.10	X-319	Reo, Intake, 1/2 O. S.	T. U. J. F.	1922	Own	6	1.25
X-251	Jewitt	1917-22	Own	6	1.10	X-319	Reo, Intake	F	1921	Own	6	1.50	
X-120	Jones*	B28	1918-19	Cont. 7W	6	1.00	X-120	Roamer	6-54E	1919-22	Cont. 9N	4	1.00
X-150	Jordan*	C	1918-19	Cont. 7W	6	1.00	X-192	Roamer		1916-17	Rutenber 25	4	1.00
X-150	Jordan*	B	1916-17	Cont. 7W	6	1.00	X-150	Sayers*	P, AP, BP, CP	1917-20	Cont. 7W	6	1.00
X-158	Jordan*	M	1919-22	Cont. 7R	6	1.10	X-158	Sayers*		1919-22	Cont. 7R	6	1.00
X-120	Jordan*	F	1917-22	Cont. 9N	6	1.00	X-141	Scripps-Booth*	39, 40, 41, 42	1916-21	Northway III	6	1.00
X-145	Kelsey, Grooved*	1921-22	Falls	6	1.00	X-141	Scripps-Booth*	A-41, 42	1919	Northway III	6	1.00	
X-120	Kelsey, Slotted*	1921-22	Falls	6	1.00	X-141	Scripps-Booth*	B39, 40, 42	1919	Northway III	6	1.00	
X-150	Kennworthy*	55	1919-22	Cont. 9N	6	1.00	X-158	Scripps-Booth*	F	1921-22	Cont. 7R	6	1.10
X-150	Kline*	6-55K	1917-19	Cont. 7W	6	1.00	X-112	Scripps-Booth	1917-19	Cont. 9N	4	1.00	
X-158	Kline*	355	1919-22	Cont. 7R	6	1.10	X-238	Scripps-Booth, 1/2 O. S.	G	1917-19	Chevrolet	4	1.00
X-180	Kurtz	A	1921	H. S. 11000	6	1.00	X-197	Seneca	All	1916-22	LeRoi 2C	4	1.00
X-120	Leach*	20	1920-22	Cont. 9N	6	1.00	X-112	Sheridan	B-40	1920-21	Chevrolet	4	1.00
X-150	Lexington*	10A	1919-22	Cont. 7W	6	1.00	X-112	Sheridan, 1/2 O. S.	B-40	1920-21	Chevrolet	4	1.00
X-158	Lexington*	10A	1919-22	Cont. 7W	6	1.00	X-113	Skelton	35	1920-22	Lycoming K	4	1.50
X-150	Liberty*	10B	1917-18	Cont. 9W	6	1.00	X-113	Stanwood	70, 80	1918-21	Own	6	1.10
X-210	Lone Star	18B	1917-18	Cont. 7W	6	1.00	X-198	Stirling	B	1921-22	H. S. 7000	4	1.10
X-113	Lone Star	30	1920-22	Lycoming K	4	1.50	X-197	Stirling	A	1921-22	Lycoming K	4	1.50
X-198	Lorraine	21T	1920-22	H. S. 7000	4	1.10	X-118	Studebaker	Light 6, E. T.	1919-23	Own	6	1.00
X-192	Madison	1916-21	Rutenber 25	6	1.00	X-119	Studebaker	Light Six	1919-20	Own	6	1.00	
X-145	Malbohm, Grooved*	A, B	1917-22	Falls	6	1.00	X-282	Studebaker, 1/2 O. S.	Light Six	1919-20	Own	6	1.00
X-189	Malbohm, Slotted*	A, B	1917-22	Falls	6	1.00	X-119	Studebaker	Special Six	1919-23	Own	6	1.00
X-192	Marion Handley	A	1916-17	Rutenber 25	6	1.00	X-282	Studebaker, 1/2 O. S.	Special Six	1919-23	Own	6	1.00
X-120	Marion Handley	B	1919	Cont. 9N	6	1.00	X-119	Studebaker	Big Six	1917-23	Own	6	1.00
X-113	Marmon	32	1912-14	Own	4	1.50	X-282	Studebaker, 1/2 O. S.	Big Six	1917-23	Own	6	1.00
X-113	Marmon	14	1915-19	Own	4	1.75	X-182	Studebaker	S. F. 40	1916-18	Own	4	1.10
X-113	Marshall	R	1916-22	Lycoming K	4	1.50	X-182	Studebaker	S. F. 40	1916-18	Own	4	1.10
X-111	Maxwell	All	1915-23	Own	4	1.00	X-293	Studebaker, 1/2 O. S.	4-40	1920-18	Own	4	1.10
X-281	Maxwell, 1/2 O. S.	All	1915-23	Own	4	1.00	X-150	Studebaker, 1/2 O. S.	4-40	1920-18	Own	4	1.10
X-178	McFarlan	T17 60 20	1919-22	Rutenber 25	6	1.00	X-150	Studebaker, 1/2 O. S.	4-40	1920-18	Own	4	1.10
X-150	Midland*	Master Six	1919-22	Cont. 7W	6	1.00	X-150	Studebaker, 1/2 O. S.	4-40	1920-18	Own	4	1.10
X-206	Mitchell	All	1916-23	Own	6	1.00	X-150	Studebaker, 1/2 O. S.	4-40	1920-18	Own	4	1.10
X-150	Mitchell, 1/2 O. S.	All	1916-23	Own	6	1.00	X-150	Studebaker, 1/2 O. S.	4-40	1920-18	Own	4	1.10
X-150	Monitor*	M	1916-20	Cont. 7W	6	1.00	X-150	Studebaker, 1/2 O. S.	4-40	1920-18	Own	4	1.10
X-158	Monitor*	Series 3	1919-22	Cont. 7R	6	1.10	X-113	Tenas*	A38, B38	1918-22	Lycoming K	4	1.50
X-150	Moon*	30-41	1916-17	Cont. 7W	6	1.00	X-113	Thornbore*	Lesington R	1917-20	Cont. 7W	6	1.00
X-150	Moon*	35-40	1916-20	Cont. 7W	6	1.00	X-198	Triangle*	A	1917-18	Cont. 7W	6	1.00
X-120	Moon*	40	1915	Cont. 6N	6	1.00	X-197	Triangle	D	1917-18	LeRoi 2C	4	1.00
X-120	Moon*	48, 66, 68	1917-22	Cont. 9N	6	1.00	X-113	Tulsa*	D	1918-19	Lycoming K	4	1.50
X-150	Moon*	48 Victory	1919-20	Rutenber 25	6	1.00	X-198	Tulsa*	D	1920-22	H. S. 7000	4	1.10
X-152	Moore	30	1919-20	Rutenber 25	6	1.00	X-120	Vellie*	39	1919-22	Cont. 9N	6	1.00
X-113	Napoleon*	All	1917	Lycoming K	4	1.50	X-120	Vellie*	44, 15	1915-16	Cont. 6N	6	1.00
X-150	Napoleon*	All	1918-20	Cont. 7W	6	1.00	X-150	Vellie*	22, 27, 28, 30	1916-19	Cont. 7W	6	1.00
X-143	Nash	681 to 7	1918-22	Own	6	1.25	X-145	Vellie, Grooved*	34	1920-22	Falls	6	1.00
X-190	Nash, 1/2 O. S.	681 to 7	1918-22	Own	6	1.25	X-189	Vellie, Slotted*	48	1920-22	Falls	6	1.00
X-271	Nash	681 to 5	1920-22	Own	4	1.25	X-158	Vellie	48	1919-22	Cont. 7R	6	1.10
X-120	National*	A, F	1916-17	Cont. 6H	6	1.25	X-205	Vellie	58	1921-23	Own	6	1.00
X-120	National*	A, F	1916-17	Cont. 6H	6	1.25	X-206	Vellie, 1/2 O. S.	58	1921-23	Own	6	1.00
X-150	Noma*	A, B	1918-19	Cont. 7W	6	1.50	X-120	Vogue*	46	1920-22	Cont. 6N	6	1.00
X-158	Noma*	19-40	1919-20	Lycoming K	4	1.50	X-145	Washington, Grooved*		1920-22	Falls	6	1.00
X-113	Norwalk*	32, 12B, 34	1916-22	Northway III	6	1.00	X-189	Washington, Slotted*		1920-22	Falls	6	1.00
X-216	Oldsmobile	45A, B, 46	1916-21	Northway 209	8	1.00	X-150	Westcott	41, 17, 31A, 31B	1916-19	Cont. 7W	6	1.00
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GIBSON VALVES—Continued

TRUCKS

Stock No.	MAKE	MODEL	CAPACITY	MOTOR	List	Stock No.	MAKE	MODEL	CAPACITY	MOTOR	List	
X-213	Acadson	R, RB	1½ Ton	Waukesha BUX	\$1.55	X-214	Deane	6 Ton	Waukesha PU7	\$1.60		
X-212	Acadson	M	5 Ton	Waukesha E	1.55	X-131	Dearborn	48	2 Ton	Buda WU	1.25	
X-214	Acadson	M	5 Ton	Waukesha PU7	1.55	X-131	Dearborn	BW	2 Ton	Buda WU	1.25	
X-112	Acadson	L	2½ Ton	Waukesha DU	1.50	X-131	Dearborn	F	1½ Ton	Buda WU	1.25	
X-123	Acadson	H, L	2½, 3½ Ton	Waukesha CU	1.50	X-149	Dearborn	F	1½ Ton	Continental N	1.15	
X-131	Ace	G	1½ Ton	Buda HU	1.30	X-216	DeKalb	E2, E2½	2 and 2½ Ton	Continental C1	1.50	
X-126	Ace	E	3 Ton	Buda HU	1.30	X-197	Denby	1916	¾ Ton	LeRoi ZC	.90	
X-199	Acme	E	5 Ton	Continental B2	1.55	X-215	Denby	27 and 210	4 and 5 Ton	Continental E2	1.45	
X-149	Acme	G, B, F	¾, 1 and 1½ Ton	Continental C4	1.50	X-222	Denby	25, C2	2½ and 3 Ton	Continental C2	1.60	
X-216	Acme	C	3½ Ton	Continental E4	1.65	X-149	Denby	12, 33, 134	1½ and 2 Ton	Continental N	1.15	
X-177	Aetna	2½ Ton	Wisc. UAU	2.25	X-198	Dependable	A	1 Ton	H. S. 7000	1.10		
X-177	Aetna	3½ Ton	Wisc. UAU	2.25	X-132	Dependable	C	1½ Ton	Buda CTU	1.25		
X-208	Aetna	5½ Ton	Wisc. RBU	1.45	X-126	Dependable	E	2½ Ton	Buda HTU	1.30		
X-258	Akron	1921	1 Ton	Hink. HAA	1.25	X-258	Diamond T	FS	1½ Ton	Hink. HAA500	1.25	
X-198	All American	3½ Ton	Continental L4	1.50	X-258	Diamond T	UL	2 Ton	Hink. HAA400	1.25		
X-215	All Power	3½ Ton	Lycorning K	.90	X-258	Diamond T	Special	2 Ton	Hink. HAA	1.25		
X-113	A. M. C.	¾ and 1½ Ton	Buda CTU	1.30	X-258	Diamond T	O	1 Ton	Hink 700	1.25		
X-131	Apex	C	1 Ton	Buda RU	1.25	X-222	Diamond T	J-3	2 Ton	Continental C2	1.50	
X-131	Apex	D	1½ Ton	Buda RU	1.25	X-149	Diamond T	S	3 Ton	Continental R2	1.55	
X-126	Apex	E	2½ Ton	Buda HU	1.30	X-215	Diamond T	LB	2½ Ton	Continental E4	1.65	
X-113	Apex	G	1 Ton	Lycorning K	.90	X-149	Diehl	A	1 Ton	Continental N	1.15	
X-132	Armleder	20	1 Ton	Buda CTU	1.30	X-198	Diehl	DB	1 Ton	H. S. 7000	1.10	
X-126	Armleder	HW	2½ Ton	Buda HTU	1.30	X-114	Dodge	DB	1 Ton	Own	.80	
X-245	Armleder	KW	3½ Ton	Buda YU	1.75	X-126	Dodge	1½ O. S.	C and B	1½ and 3 Ton	Buda HTU	1.30
X-215	Armleder	KW	3½ Ton	Continental E4	1.65	X-137	Double-Drive	B	4 Ton	Buda HTU	1.30	
X-216	Armleder	IG10	1 Ton	Buda WU	1.25	X-137	Double-Drive	H	2 Ton	Buda OU	1.30	
X-131	Atco	W-20	2 Ton	Buda HU	1.30	X-258	Duplex	A	1½ Ton	Hink. HAA400	1.25	
X-113	Atco	W-20	1 Ton	Lycorning K	.90	X-137	Duplex	E	3½ Ton	Buda TU	1.30	
X-113	Atlas	¾, 1 and 1½ Ton	Continental B2	1.55	X-132	Eagle	2 Ton	Buda CTU	1.30			
X-199	Atterbury	8E	5 Ton	Continental C4	1.50	X-197	Elmira	C	¾ Ton	LeRoi ZC	.90	
X-216	Atterbury	7-R, 7-CX	1½, 2½ Ton	Continental C4	1.50	X-216	Erie	3½ Ton	Continental C4	1.50		
X-222	Atterbury	7-D	3½ Ton	Continental E4	1.65	X-215	Erie	3½ Ton	Continental E4	1.65		
X-124	Atterbury	20R	1 and 1½ Ton	Continental J4	1.25	X-213	Faceol	1½ Ton	Waukesha BUX	1.55		
X-227	Available	H-1½	1½ Ton	Hercules CU2	1.05	X-113	Faceol	1½ Ton	Lycorning K	.90		
X-215	Available	H5	5 Ton	Continental B2	1.55	X-113	Faceol	3½-5 Ton	Waukesha DU	1.55		
X-212	Available	H7	7 Ton	Waukesha E	1.55	X-149	Famous	B10, B12	1 and 1½ Ton	Continental N	1.15	
X-216	Available	H7, H2½	2 and 2½ Ton	Continental C4	1.50	X-149	Fargo	P. R.	2 Ton	Continental N	1.15	
X-216	Available	H7	1½ Ton	Continental E4	1.65	X-124	Federal	SD	1 Ton	Continental J4	1.25	
X-149	Beck	A, B	1½ and 2 Ton	Continental N	1.15	X-215	Federal	WD, WNC 3½ and 5 Ton	Continental E4	1.65		
X-216	Beck	C	2½ Ton	Continental C4	1.50	X-216	Federal	J. K. M. U.	Continental C4	1.50		
X-215	Beck	D	2½, 3 and 3½ Ton	Continental E4	1.65	X-199	Federal	N2	6 Ton	Continental R2	1.55	
X-132	Beil	1½ Ton	Buda CTU	1.30	X-215	Federal	NE	5 Ton	Continental B2	1.55		
X-131	Beil	1½ Ton	Buda HU	1.30	X-132	Forest Drive	C	1½ Ton	Buda CTU	1.30		
X-126	Belmont	C	2 Ton	Buda HU	1.30	X-193	Ford	1 Ton	Own	.45		
X-244	Belmont	4C	3½ Ton	Buda YU	1.75	X-194	Ford	1½ O. S.	Own	.75		
X-220	Besemer	G, H2	1 and 1½ Ton	Continental N	1.15	X-149	Forscher	B	2 Ton	Continental N	1.15	
X-222	Besemer	J2	2½ Ton	Continental C2	1.50	X-149	Forscher	BX	3 Ton	Continental N	1.15	
X-215	Besemer	K2	4 Ton	Continental E4	1.65	X-149	Forscher	A	1½ and 1½ Ton	LeRoi ZC	.90	
X-131	Bridgeport	A	1½ Ton	Buda WU	1.25	X-149	Forscher	B, BX, AT	2 and 3 Ton	Continental G4	1.50	
X-126	Bridgeport	2½ B	2½ Ton	Buda HTU	1.30	X-198	Frontmobile	FM	1½ Ton	H. S. 7000	1.10	
X-245	Bridgeport	4D	4 Ton	Buda YU	1.75	X-209	F. W. D.	B	3 Ton	Wisc. A	1.90	
X-199	Brookway	TS	5 Ton	Continental B2	1.55	X-126	Garford	70-H	2 Ton	Buda CUE	1.30	
X-222	Brookway	KA	2½ Ton	Continental C2	1.50	X-137	Garford	25	1½ Ton	Buda CU	1.30	
X-149	Brookway	R2, R4	3½ Ton	Continental E4	1.65	X-244	Garford	77-D	3½ Ton	Buda YU	1.70	
X-215	Brookway	R2, R4	3½ Ton	Continental E4	1.65	X-137	Garford	64, 75, 75D	1½ Ton	Buda CUE	1.30	
X-113	Buffalo	M	2 Ton	Lycorning K	.90	X-126	Garford	70	2 Ton	Buda CUE	1.30	
X-177	Capitol	M-3½	3½ Ton	Wisc. UAU	2.25	X-177	Garford	77-B	3½ Ton	Wisc. U	1.25	
X-113	Champion	40	¾ Ton	Lycorning K	.90	X-131	Gary	F	1 Ton	Buda WU	1.25	
X-198	Champion	1, 200 Lbs.	H. S. 7000	1.10	X-126	Gary	J	2½ Ton	Buda HTU	1.30		
X-112	Chevrolet	A, G, T	¾ and 1 Ton	Own	.60	X-126	Gary	1	2 Ton	Buda HU	1.30	
X-238	Chevrolet	1½ O. S.	¾ and 1 Ton	Own	.70	X-137	Gary	GT	1½ Ton	Buda YU	1.30	
X-277	Chicago	CI	1 Ton	Hercules CU2	1.05	X-245	Gary	KL	3½ Ton	Buda YU	1.75	
X-277	Chicago	C-1½	1½ Ton	Hercules CU2	1.05	X-126	Gary	K	1½ Ton	Buda HU	1.30	
X-277	Chicago	C-2½	2½ Ton	Hercules CU3	1.05	X-137	Gersik	M	1½ Ton	Buda YU	1.30	
X-139	Chicago	C-3½	3½ Ton	Hercules MU3	1.35	X-245	Gersik	L	2½ Ton	Buda HU	1.30	
X-139	Chicago	D-5	5 Ton	Hercules MU3	1.35	X-137	Gersik	15A, 14	1 and 1½ Ton	Buda YU	1.75	
X-149	Chicago	C-1	1 Ton	Continental N	1.15	X-216	Giant	10	2 Ton	Continental C4	1.50	
X-149	Chicago	C-1½	1½ Ton	Continental N	1.15	X-149	Giant	14-15	1½ Ton	Continental N	1.15	
X-222	Chicago	C-2½	2½ Ton	Continental C2	1.50	X-215	Giant	17	3½ Ton	Continental E4	1.65	
X-198	Climber	A	1½ Ton	H. S. 7000	1.10	X-149	G. M. C.	15	3 Ton	Continental N	1.15	
X-199	Clydesdale	120 B.C.	5 Ton	Continental B2	1.55	X-149	G. M. C.	21	1 Ton	Continental N	1.15	
X-149	Clydesdale	32X, 42	1 and 1½ Ton	Continental N	1.15	X-122	G. M. C.	41A	2 Ton	Continental C2	1.50	
X-216	Clydesdale	65X	2 and 2½ Ton	Continental C4	1.50	X-149	G. M. C.	41A	¾, 1 and 1½ Ton	Continental N	1.15	
X-215	Clydesdale	9B	1½ and 1½ Ton	Continental E4	1.65	X-215	G. M. C.	71A and 101A	3½ and 5 Ton	Continental E4	1.65	
X-113	Collier	¾, 1 and 1½ Ton	Lycorning K	.90	X-216	Gove	AI	2½ Ton	Continental C4	1.50		
X-216	Collier	20, 22, 2 and 2½ Ton	Continental C4	1.50	X-149	Graham Bros.	1½ Ton	Continental N	1.15			
X-149	Collier	19, 19, 1 and 1½ Ton	Continental N	1.15	X-114	Graham Bros.	1½ Ton	Dodge	.70			
X-258	Columbia	G	2½ Ton	Hink. HAA	1.25	X-253	Graham Bros.	O. S.	1½ Ton	Dodge	.65	
X-149	Columbia	F, T-2	1 and 1½ Ton	Lycorning K	.90	X-253	Graham-Berns	25	2½ Ton	Hink. HAA300	1.25	
X-113	Comet	1½ Ton	Lycorning K	.90	X-253	Graham-Berns	35	3½ Ton	Hink. HAA300	1.25		
X-113	Comet	1½ Ton	Lycorning K	.90	X-214	Graham-Berns	5	5 Ton	Waukesha P	.60		
X-120	Comet	12, 20, 30	¾, 1 and 1½ Ton	Continental N	1.15	X-214	Graham-Berns	6	6 Ton	Waukesha P	.60	
X-227	Conk	AA	5 Ton	Continental B2	1.55	X-199	Graham-Berns	50	5 Ton	Continental B2	1.55	
X-199	Corbett	AA	5 Ton	Continental B2	1.55	X-222	Graham-Berns	20	2 Ton	Continental C2	1.50	
X-199	Corbett	E, D	1 and 1½ Ton	Continental N	1.15	X-149	Graham-Berns	65, 15, 15W	1 and 1½ Ton	Continental N	1.15	
X-216	Corbett	C, B	2 and 2½ Ton	Continental C4	1.50	X-110	Grant	10, 17, 15, 1½ and 2 Ton	Continental N	1.15		
X-215	Corbett	A	1½ Ton	Continental E4	1.65	X-215	Grant	17	3½ Ton	Continental E4	1.65	
X-197	Corliss	A	¾ Ton	LeRoi ZC	.90	X-258	H. R. L.	I	¾ Ton	Hera-SpB	1.10	
X-198	Cyclone	A	1½ Ton	H. S. 7000	1.10	X-258	H. R. L.	II	2½ Ton	Hink. HAA	1.25	
X-131	Dart	M	1 Ton	Buda WU	1.25	X-216	Mahn	A	1½ Ton	Continental C4	1.50	
X-126	Dart	M	1½ Ton	Buda HU	1.30	X-199	Mahn	C	5 Ton	Continental H2	1.55	
X-244	Dart	W	3½ Ton	Buda YU	1.70	X-149	Mahn	E	1½ Ton	Continental N	1.15	
X-197	Day Elder	J	¾ Ton	LeRoi ZC	.90	X-215	Mahn	E	2½ and 3½ Ton	Continental E4	1.65	
X-149	Day Elder	A, B	1½ and 1½-2	Continental N	1.15	X-258	Real Fur	D	2 Ton	Hink. HAA	1.25	
X-216	Day Elder	D	2 Ton	Continental C4	1.50	X-124	Real Fur	Dispatch	1½ Ton	Continental J4	1.25	
X-215	Day Elder	F	3½ Ton	Continental C2	1.50	X-216	Real Fur	Dispatch	1½ Ton	Continental C4	1.50	
X-222	Day Elder	C	2 Ton	Continental C2	1.50							
X-244	Day Elder	E	5 Ton	Buda YU	1.70							

*Indicates that ¼ in. Oversize Stems can be furnished. See Motors.



GIBSON VALVES—Continued

TRUCKS—Continued

Stock No.	MAKE	MODEL	CAPACITY	MOTOR	List	Stock No.	MAKE	MODEL	CAPACITY	MOTOR	List
X-215	Hall		3 1/2 and 5 Ton.	Continental E4.	\$1.55	X-222	Moreland	19-B	1 1/2 Ton.	Continental C2	\$1.30
X-244	Harvey	WKA	5 Ton.	Buda YU	1.70	X-199	Moreland	19-J	5 Ton.	Continental B2	1.55
X-244	Hawkeye	N	3 1/2 Ton.	Buda YU	1.70	X-199	Moreland	19C, 20C, 19V			
X-126	Hendrickson	I	2 1/2 Ton.	Buda HU	1.30	X-215	Moreland*	19C, 21C, 2 1/2 Ton.		Continental B2	1.55
X-212	Hendrickson	K	5 Ton.	Waukesha EU	1.55	X-216	Muskegon*	20C	2 Ton.	Continental C4	1.50
X-126	Hendrickson	L	3 1/2 Ton.	Buda HTU	1.30	X-217	Muskegon	2-A	2 Ton.	Wisc. TAU	2.25
X-126	Hendrickson	J	3 1/2 Ton.	Buda YU	1.75	X-113	Myers	55, 40, 75, 80	1 and 1 1/2 Ton.	Lycoming K	.90
X-245	Hewitt-Ludlow		5 Ton.	Buda HTU	1.30	X-198	Napoleon	7	3 1/2 Ton.	H. S. 7000	1.10
X-126	Hewitt-Ludlow		2 Ton.	Buda HTU	1.30	X-126	Nash Quad	4017	2 Ton.	Buda HU	1.30
X-126	Hewitt-Ludlow		2 1/2 Ton.	Buda HU	1.30	X-213	National	FA	1 Ton.	Waukesha BUX	1.55
X-124	Higdon	A10	1 Ton.	Continental J4	1.25	X-214	National	JA	5 Ton.	Waukesha PUL	1.60
X-149	Hoover	15B, 20A	1 and 1 1/2 Ton.	Continental N	1.15	X-216	Nelson-LeMoore	L1	1 Ton.	Continental C4	1.50
X-245	Hurlburt	C3	3 1/2 Ton.	Buda YU	1.75	X-216	Nelson-LeMoore	L2	1 1/2 Ton.	Continental C4	1.50
X-245	Hurlburt	D	3 Ton.	Buda YU	1.75	X-215	Nelson-LeMoore	3 1/2	3 1/2 Ton.	Continental E4	1.65
X-149	Huffman	B	1 1/2 Ton.	Continental N	1.15	X-215	Nelson-LeMoore	13 1/2	3 1/2 Ton.	Continental E4	1.50
X-132	Huron	Eric	1 1/2 Ton.	Buda CTU	1.30	X-199	Nelson-LeMoore	FS	5 Ton.	Continental B2	1.55
X-126	Huron	Michigan	2 1/2 Ton.	Buda HU	1.30	X-216	Nelson-LeMoore	F1 1/2, F2 1/2	1 1/2 and 2 1/2 Ton.	Continental C4	1.50
X-149	Independent*	(Iowa)	1 1/2 Ton.	Continental N	1.15	X-215	Nelson-LeMoore	F3 1/2	3 1/2 Ton.	Continental E4	1.65
X-216	Independent*	(Iowa) F	2 Ton.	Continental C4	1.50	X-216	Nelson-LeMoore	D	2 Ton.	Continental C4	1.50
X-149	Independent*	(Ohio)	1 Ton.	Continental N	1.15	X-215	Nelson-LeMoore	H	2 1/2 Ton.	Continental E4	1.65
X-149	Independent*	(Ohio) F	1 1/2 Ton.	Continental N	1.15	X-216	Niles	E	2 Ton.	Continental C4	1.50
X-216	Independent*	(Ohio) G				X-126	Noble	D50	2 1/2 Ton.	Buda HTU	1.30
X-213	Indiana	HX	2 Ton.	Continental C4	1.50	X-245	Noble	L20	3 1/2 Ton.	Continental E4	1.65
X-213	Indiana	I	1 1/2 Ton.	Waukesha BUX	1.55	X-215	Noble*	MW4	4 Ton.	Continental E4	1.65
X-213	Indiana	S	1 Ton.	Waukesha BUX	1.55	X-113	Noble*	A21	1 Ton.	Lycoming K	.90
X-214	Indiana	T	5 Ton.	Waukesha PUL	1.60	X-113	Norwalk*	25E, 35E	1 and 1 1/2 Ton.	Lycoming K	.90
X-257	Indiana	20	2 Ton.	Rutenber 38	1.20	X-177	O'Connell		3 1/2 Ton.	Wisc.	2.25
X-257	Indiana	25	2 1/2 Ton.	Rutenber 38	1.20	X-149	O'Connell		5 Ton.	Wisc.	1.45
X-257	Indiana	35	3 1/2 Ton.	Rutenber 38	1.20	X-222	Ogden	AL	1 Ton.	Continental C2	1.30
X-257	Indiana	40	4 Ton.	Rutenber 38	1.20	X-222	Ogden	CZ	2 1/2 Ton.	Continental C2	1.30
X-257	Indiana	45	4 1/2 Ton.	Rutenber 40	1.20	X-126	O. K.	L	2 1/2 Ton.	Buda HTU	1.30
X-212	Indiana	48	4 1/2 Ton.	Rutenber 40	1.20	X-149	Old Hickory	W	1 Ton.	Continental N	1.15
X-113	International	S-40	4 Ton.	Lycoming K	.90	X-113	Old Hickory	N	1 1/2 Ton.	Lycoming K	.90
X-320	International	21-F	1 Ton.	Own	1.00	X-113	Old Reliable	B	2 1/2 Ton.	Wisc. UAU	2.25
X-320	International	31-K	1 1/2 Ton.	Own	1.00	X-177	Old Reliable	C	3 1/2 Ton.	Wisc. YAU	2.25
X-320	International	41-L	2 Ton.	Own	1.00	X-208	Old Reliable	D	5 Ton.	Wisc. RAU	1.45
X-320	International	51-M	2 1/2 Ton.	Own	1.00	X-212	Old Reliable	K	7 Ton.	Wisc. EU	1.55
X-320	International	61-N	3 Ton.	Own	1.00	X-209	Old Reliable	L	7 Ton.	Wisc. J	1.90
X-320	International	71-O	3 1/2 Ton.	Own	1.00	X-211	Old Reliable	K, L, M	7 Ton.	Waukesha EU	1.55
X-320	International	81-P	4 Ton.	Own	1.00	X-212	Old Reliable	Economy T	1 Ton.	Chevrolet	.60
X-177	J & J		2 Ton.	Wisc. RAU	2.25	X-113	Oldsmobile				
X-215	Jackson	C 1920	2 Ton.	Continental E4	1.65	X-216	Olympic*				
X-149	Jones	31A	1 Ton.	Continental N	1.15	X-216	Onida	A9	1 1/2 Ton.	Hink. HAA	1.25
X-132	Jumbo	15	1 1/2 Ton.	Buda CTU	1.30	X-258	Onida	B	1 1/2 Ton.	Hink. HAA	1.25
X-132	Jumbo	20	2 Ton.	Buda HU	1.30	X-258	Onida	C9	2 1/2 Ton.	Hink. HAA	1.25
X-126	Jumbo	25D	2 1/2 Ton.	Buda HU	1.30	X-259	Onida	D9	3 1/2 Ton.	Hink. HAA	1.25
X-126	Jumbo	30	3 Ton.	Buda YU	1.75	X-258	Onida	E	4 1/2 Ton.	Hink. HAA	1.25
X-245	Jumbo	35	3 1/2 Ton.	Buda YU	1.75	X-216	Onida*	B	1 1/2 Ton.	Continental C4	1.50
X-149	Kalamazoo*	G	1 1/2 Ton.	Continental N	1.15	X-216	Onida*	C	2 Ton.	Continental C4	1.50
X-149	Kalamazoo*	H	2 Ton.	Wisc. UAU	2.25	X-216	Onida*	D	3 1/2 Ton.	Continental E4	1.75
X-177	Kalamazoo*	K, EP	3 1/2 Ton.	Wisc. UAU	2.25	X-198	Oshkosh	A	2 1/2 Ton.	H. S. 7000	1.10
X-126	Kankakee*	E, N	2 1/2 Ton.	Continental 9N	1.60	X-258	Palge		1 1/2 Ton.	Hink. HAA400	1.25
X-126	Kearns	H	2 1/2 Ton.	H. S. 7000	1.10	X-258	Palge	52-19	3 1/2 Ton.	Hink. HAA	1.25
X-126	Kelly Springfield	K-1 1/2, 2 1/2	1 1/2 and 2 1/2 Ton.	Own	1.00	X-258	Palge	51-18	3 1/2 Ton.	Hink. HAA	1.25
X-326	Kelly Springfield	K-3 1/2, 5-6	4 and 5 Ton.	Own	1.00	X-149	Palmer*		1 Ton.	Continental N	1.15
X-326	Kimball	B-4A	2 Ton.	Wisc. TU	2.25	X-216	Palmer*		2 Ton.	Continental C4	1.50
X-326	Kimball	E-6A	2 Ton.	Wisc. TU	2.25	X-216	Palmer*	Revere	1 1/2 Ton.	Continental C4	1.50
X-309	Kimball	E	2 Ton.	Wisc. JU	1.90	X-216	Palmer*	Lincoln	1 1/2 Ton.	Hink. HAA	1.25
X-216	Kleiber	AA, A, BB	1 1/2 and 2 Ton.	Continental G4	1.50	X-258	Palmer*	Wash.	2 1/2 Ton.	Hink. HAA	1.25
X-215	Kleiber	B, C	2 1/2 and 3 1/2 Ton.	Continental E4	1.65	X-177	Parker	F29	2 Ton.	Wisc. TAU	2.25
X-198	Koehler	C, D	2 1/2 Ton.	Continental C4	1.50	X-177	Parker	F29	3 1/2 Ton.	Wisc. UAU	2.25
X-216	K-Z	C	2 1/2 Ton.	Continental C4	1.50	X-208	Parker	M20	5 Ton.	Wisc. RAU	1.45
X-124	K-Z	C	1 1/2 Ton.	Continental J4	1.25	X-199	Parker	MO	5 Ton.	Continental B2	1.55
X-215	K-Z	C	3 1/2 Ton.	Continental E4	1.65	X-113	Piedmont*	H-30	1 1/2 Ton.	Lycoming K	.90
X-197	LaFayette		3 1/2 Ton.	LeRol ZC	.90	X-289	Pierce-Arrow	R1, R9	5 Ton.	Own	2.25
X-216	Lange	B	2 1/2 Ton.	Continental C4	1.50	X-216	Pioneer, All Steel*	F	2 Ton.	Continental C4	1.50
X-158	Larrabee	Speed Truck	1 Ton.	Continental 7R	1.10	X-216	Pittsburgh*	B	2 1/2 Ton.	Continental C4	1.50
X-199	Larrabee	W	5 Ton.	Continental B2	1.55	X-216	Power	B	2 Ton.	Continental C4	1.50
X-149	Larrabee*	N	1 1/2 Ton.	Continental N	1.15	X-222	Power	B	2 Ton.	Continental C2	1.30
X-216	Larrabee*	SL	2 1/2 Ton.	Continental C4	1.50	X-113	Premcor*	B143	1 1/2 Ton.	Lycoming K	.90
X-215	Larrabee*	SL, T	3 1/2 and 5 Ton.	Continental E4	1.65	X-199	Rainier	R17	5 Ton.	Continental B2	1.55
X-222	LMC	2-20	2 1/2 Ton.	Continental C2	1.30	X-115	Ren, Exhaust	R17, R9, R6			
X-213	Longhead	O	1 1/2 Ton.	Waukesha BUX	1.55	X-216	Ren, Exhaust	RS	3 1/2, 1 1/2 & 2 Ton	Continental N	1.15
X-212	Longhead	S	3 1/2 Ton.	Waukesha DU	1.55	X-216	Ren, Exhaust	F-Sp, Wm	1 1/2 Ton.	Own	.80
X-212	Longhead	T	5 Ton.	Waukesha EU	1.55	X-113	Republic	20, 20A, 20B	3 1/2 Ton.	Continental E4	1.65
X-323	Longhead	R	2 1/2 Ton.	Waukesha FU	1.50	X-113	Republic	19, 19A, 19B	2 1/2 Ton.	Continental G2	1.30
X-197	Loyal	E	1 1/2 Ton.	LeRol ZC	.90	X-169	Republic*	10, 10E	1 Ton.	Continental N	1.15
X-198	Luxor	E	1 1/2 Ton.	LeRol ZC	.90	X-169	Republic*	11, 11X	1 Ton.	Continental N	1.15
X-216	Maccas*	L	1 1/2 Ton.	Continental C4	1.50	X-113	Republic*	Special	3 1/2 Ton.	Lycoming K	.90
X-177	Maccas*	M2	2 1/2 Ton.	Wisc. VAU	2.25	X-216	Republic*	9, 10X, Spe	3 1/2, 1, 2 Ton.	Own	1.40
X-208	Maccas*	GI	5 1/2 Ton.	Wisc. RBU	1.65	X-216	Republic*	10, 10E	1 Ton.	Buda OU	1.70
X-215	Maccas*	H, M	2 1/2 and 3 1/2 Ton.	Continental E4	1.65	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-240	MacK, Exhaust		2 1/2 Ton.	Continental E4	1.65	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-307	MacK, Exhaust	AB	1 1/2 Ton.	Own	1.50	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-307	MacK, Intake	AC	3 1/2, 5, 6 1/2, 7 1/2 T	Own	2.25	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-308	MacK, Intake	AB	1 1/2, 2 Ton.	Own	1.50	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-309	Maple Leaf	CC	4 Ton.	Hink. HA	1.25	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-113	Marshall	C	3 Ton.	Lycoming K	.90	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-126	Master	D	2 1/2 Ton.	Lycoming K	.90	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-126	Master	E	3 Ton.	Lycoming K	.90	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-126	Master	M-O-W	2 Ton.	Buda HU	1.30	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-126	Master	W-L-T	2 1/2 Ton.	Buda HU	1.30	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-137	Master	JW-JL	1 1/2 Ton.	Buda OU	1.70	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-245	Master	E-L	3 1/2 Ton.	Buda YU	1.75	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-245	Master	A-J	3 1/2 Ton.	Buda YU	1.75	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-111	Maxwell		1 1/2 Ton.	Own	.60	X-216	Republic*	10, 10E	1 Ton.	Hink. HAA	1.25
X-149	Memomines*	Hurrtion	1 Ton.	Continental N	1.15	X-198	Ruggles	2	1 Ton.	Hers-Spill, 7000	1.10
X-216	Memomines*	B, D, W	1 1/2 and 2 Ton.	Continental C4	1.50	X-113	Samson		3 1/2 and 1 1/2 Ton.	Chevrolet	.60
X-215	Memomines*	G	3 1/2 Ton.	Continental E4	1.65	X-238	Saxon, 1/4 O. S.		3 1/2 and 1 1/2 Ton.	Chevrolet	.70
X-199	Memomines*	J	5 Ton.	Continental B2	1.55	X-238	Saxon, 1/4 O. S.		3 1/2 and 1 1/2 Ton.	Chevrolet	.70
X-126	Midland	M-T	2 1/2 Ton.	Buda HU	1.30						
X-126	Midland	S	2 1/2 Ton.	Buda HU	1.30						

*Indicates that 1/4 in. Oversize Stems can be furnished. See Motors.



GIBSON VALVES—Continued

TRUCKS—Continued

Stock No.	MAKE	MODEL	CAPACITY	MOTOR	List	Stock No.	MAKE	MODEL	CAPACITY	MOTOR	List
X-149	Sandow	G. G. L.	1 1/2 and 2 Ton	Continental N.	\$1.15	X-126	Traylor	C.	2 Ton	Buda ITU	\$1.10
X-216	Sandow	M. L.	2 1/2 Ton	Continental C4.	1.50	X-198	Triangle	AA.	3 1/2 Ton	H. S. 7000.	1.10
X-215	Sandow	M. L.	3 1/2 and 5 Ton	Continental E4.	1.65	X-121	Triangle	B.	2 1/2 Ton	Waukesha FU	1.30
X-216	Sandow	W25	2 1/2 Ton	Continental C4.	1.50	X-126	Twin City	Minn.	2 Ton	Buda ITU	1.30
X-215	Sandow	W35, W30	1 1/2 and 5 Ton	Continental E4.	1.65	X-126	Ultimate	A.	1 1/2 Ton	Buda ITU	1.10
X-126	Schacht	W35	2 1/2 Ton	Buda HU	1.30	X-126	Ultimate	B.	2 1/2 Ton	Buda HTU	1.30
X-124	Schwartz	BZ.	1 1/2 Ton	Continental J4.	1.25	X-126	United	G. F.	2 1/2, 3 1/2 & 6 Ton	Buda HU	1.30
X-113	Schwartz	A.	1 Ton	Lycorning K.	.90	X-259	U. S.	R.	3 Ton	Hink. HAA	1.25
X-197	Selden	G.	3 Ton	LeRol 2C.	.90	X-258	U. S.	S.	4 Ton	Hink. HAA	1.25
X-199	Selden	SA.	5 Ton	Continental B2.	1.55	X-199	U. S. Military	Class B.	5 Ton	Continental B2.	1.55
X-149	Selden	Special	1 1/2 Ton	Continental N.	1.15	X-216	United States	H.	2 1/2 Ton	Continental C4.	1.50
X-216	Selden	21A	2 1/2 Ton	Continental C4.	1.50	X-215	United States	J.	3 1/2 Ton	Continental E4.	1.65
X-215	Selden	31A	3 1/2 Ton	Continental E4.	1.65	X-149	United States	N, NW, UP	1 1/2 and 2 Ton.	Continental N.	1.15
X-198	Seneca	F. L. M20	1 1/2 Ton	LeRol 2C.	.90	X-149	Vellie	46	1 1/2 Ton	Continental N.	1.15
X-126	Service	H	1 1/2 Ton	Buda HU	1.30	X-215	Vellie	200	3 1/2 Ton	Continental E4.	1.65
X-126	Service	16, 51, 71, 112, 21 1/2 & 3 1/2 Ton	Buda HU	1.30	X-149	Victor (Mich)	A, B.	1 1/2 and 2 Ton	Continental N.	1.15	
X-216	Shaw	M1.	2 Ton	Continental C4.	1.50	X-205	Victor	M.	3 1/2 Ton	Continental E4.	1.65
X-149	Shaw	M2, M4	1 Ton	Continental N.	1.15	X-227	Vim	25, 22	1 and 2 Ton.	Hercules CU2	1.05
X-199	Signal	R.	5 Ton	Continental B2.	1.50	X-227	Vim	25	3 Ton	Hercules CU2	1.05
X-216	Signal	F. H. J.	1 1/2 and 2 Ton	Continental C4.	1.50	X-212	Walter (N. Y.)	S.	5 Ton	Waukesha DU	1.55
X-215	Signal	M.	3 1/2 Ton	Continental E4.	1.60	X-325	Walter	T.	3 Ton	Waukesha CU	1.50
X-131	Southern	19	1 Ton	Buda HU	1.35	X-132	Walsham	F.	1 1/2 Ton	Buda CTU	1.10
X-133	Southern	20	2 Ton	Lycorning K.	.95	X-212	Ward-LaFrance	FA	5 Ton	Waukesha DU	1.55
X-149	Southern	15	1 1/2 Ton	Continental N.	1.15	X-198	Ware	AM	3 1/2 Ton	H. S. 7000.	1.10
X-222	Standard	7	1 Ton	Continental C2.	1.10	X-215	Watson	18, N	3 1/2 Ton	Continental E4.	1.65
X-149	Standard	56, 1K.	1 Ton	Continental N.	1.15	X-121	Watson	18	2 1/2 Ton	Waukesha CU	1.50
X-199	Standard	5K.	5 Ton	Continental B2.	1.55	X-264	White	15-GBBE	3 Ton	Own	1.15
X-212	Sterling	35	3 1/2 Ton	Waukesha DU.	1.55	X-264	White	20-T, B, C	2 Ton	Own	1.15
X-121	Sterling	5 and 7 1/2 Ton	Waukesha EU.	1.55	X-264	White	25-D, T, A, D	3 Ton	Own	1.15	
X-121	Sterling	A.	1 1/2, 2 Ton	Waukesha FU	1.10	X-292	White	GN	5 Ton	Own	1.40
X-198	Stewart	6, H.	3 Ton	LeRol 2C.	.90	X-100	White, 3/4 O. S.	15, GBBE	2 1/2, 3 Ton	Own	1.15
X-149	Stewart	7	1 and 1 1/2 Ton.	Continental N.	1.15	X-149	White Hickory	E, H.	2 1/2, 1 and 1 1/2 Ton.	Continental N.	1.15
X-216	Stewart	9	2 Ton	Continental C4.	1.50	X-212	White Hickory	K.	2 1/2 Ton	Continental C2.	1.30
X-198	Stewart	12	1 Ton	H. S. 7000	1.10	X-139	Wilson	AE	5 Ton	Hercules MU2	1.25
X-215	Stewart	10	3 1/2 Ton	Continental E4.	1.65	X-124	Wilson	F.	1 1/2 Ton	Continental J4.	1.25
X-216	Succasa	B.	3 1/2 Ton	Continental C4.	1.50	X-199	Wilson	H.	5 Ton	Continental B2.	1.55
X-126	Sullivan	E.	2 Ton	Buda HTU	1.30	X-216	Wilson	N.	2 and 2 1/2 Ton	Continental C4.	1.50
X-222	Superior	EE	2 Ton	Continental C2.	1.30	X-149	Wilson	1 1/2 Ton	Continental N.	1.15	
X-149	Superior	D.	1 Ton	Continental N.	1.15	X-131	Wilson	754	3 1/2 and 5 Ton.	Continental L4.	1.80
X-113	Tetan	T. K.	1 1/2 Ton	Lycorning K.	.90	X-198	Winbar	N	4 Ton	H. S. 7000	1.10
X-199	Tiffin	TW, UW.	5 and 6 Ton	Continental B2.	1.55	X-149	Wire-Wild	N	1 and 1 1/2 Ton	Continental N.	1.15
X-216	Tiffin	GW, MW.	1 1/2 and 3 1/2 Ton.	Continental E4.	1.50	X-149	Wolverine	C, J, J1, J2.	1, 1 1/2 and 2 Ton.	Continental N.	1.15
X-215	Tiffin	HY	3 1/2 Ton	Continental E4.	1.65	X-198	Yale	A.	1 1/2 Ton	H. S. 7000	1.10
X-216	Tower	H.	1 1/2 and 2 1/2 Ton.	Continental N.	1.15						
X-215	Tower	G.	3 1/2 Ton	Continental E4.	1.65						
X-149	Traffic	716	2 Ton	Continental N.	1.15						
X-149	Transport	20, 30.	1 and 1 1/2 Ton	Continental N.	1.15						
X-222	Transport	50.	2, 2 1/2 Ton	Continental C2.	1.30						

TRACTORS

Stock No.	MAKE	MODEL	RAT-ING	MOTOR	List	Stock No.	MAKE	MODEL	RAT-ING	MOTOR	List	
X-215	Adams	K2.	10-20	Continental E4.	\$1.45	X-212	Lanz	J.	15-30	Waukesha DU.	\$1.55	
X-173	Adams-Rumley	H.	14-28	Own	2.50	X-129	Lanson	J.	15-30	Beaver JB	2.10	
X-197	Allis-Chalmers	General Purpose	6-12	LeRol 2C.	.90	X-212	Magnet	B.	14-28	Waukesha DU.	1.55	
X-197	Bailor 2 Row Cultivator	A and W.	6-12	LeRol 2C.	.90	X-162	Minn. Steel & Mach. Co.	7 1/4 x 9 Motor.	Own	6.80		
X-197	Bean Track Pull		6-10	LeRol 2C.	.90	X-212	McDonald		15-32	Waukesha EU.	1.55	
X-212	Beaver		10-32	Waukesha EU.	1.55	X-129	Monarch		15-30	Beaver JB	2.10	
X-212	Best, G. L. Track Layer	B.	25	Own	4.80	X-129	New Age	D4.		Beaver JB	2.10	
X-212	Best Dog Road Tractor	30.		Waukesha EU.	1.55	X-212	Nelson, Senior.		20-40	Waukesha EU.	1.55	
X-210	Case, J. I.		20-36	Own	1.30	X-129	Oliver		15-30	Beaver JB	2.10	
X-134	Case, J. I.	TM.	15-27	Own	1.40	X-197	Parrett Cultivator	J.	6-12	LeRol 2C.	.90	
X-226	Case, J. I.		10-18	Own	1.05	X-197	Planet, Jr.		5-10	LeRol 2C.	.90	
X-294	Case, J. I.	12-20	0-10	Own	1.45	X-212	Prairie Dog	D.	15-30	Waukesha DU.	1.55	
X-125	Cleveland "Cletrac"	W (1918-20)	12-30	Weldley	1.60	X-197	Ranger Cultivator	T20.	6-12	LeRol 2C.	.90	
X-125	Cleveland "Cletrac"	W (1920-22)	12-30	Own	1.60	X-197	Reinder	B.	8-16	LeRol 2C.	.90	
X-198	Common Sense	8.	8-16	H. S. 7,000	1.10	X-225	Reliable		10-20	Own	6.25	
X-129	Craig		15-25	Beaver JB	2.10	X-112	Sampson Iron Horse	D.	8-16	Chevrolet	.40	
X-215	DHP		20-40	Continental E4.	1.55	X-197	Shawnee		6-12	LeRol 2C.	.90	
X-197	Emerson Bratingham Cultivator	101	6-12	LeRol 2C.	.90	X-129	Shelby		15-30	Beaver JB	2.10	
X-212	Essex		15-30	Waukesha DU.	1.55	X-197	Star		5-10	LeRol 2C.	.90	
X-113	Fagool	D, E.	9-18	Lycorning K.	.90	X-129	Stinson		18-36	Beaver JB	2.10	
X-242	Fordson	All.	Own	1.00	X-198	Stockton	A.	8-16	H. S. 7,000	1.10		
X-129	Frick		15-28	Beaver JB	2.10	X-129	Stone		20-40	Beaver JB	2.10	
X-129	Great Western		20-30	Beaver JB	2.10	X-129	Thorobred			Beaver JB	2.10	
X-169	Hart Parr	30.	15-30	Own	3.75	X-197	Toro Cultivator		6-12	LeRol 2C.	.90	
X-197	Helder Cultivator	10.	6-10	LeRol 2C.	.90	X-197	Traylor	T.	3 Ton	6-12	LeRol 2C.	.90
X-241	Holt		45-55	Own	3.50	X-212	Trundaar	10.	25-40	Waukesha EU.	1.55	
X-161	Holt Caterpillar	M12, M15	25-40	Own	3.50	X-129	Uncle Sam		20-30	Beaver JB	2.10	
X-175	Holt Caterpillar	55-75	Own	3.75		X-197	Victory Club		6-12	LeRol 2C.	.90	
X-197	Holton	25.	10-16	LeRol 2C.	.90	X-129	Wichita		15-30	Beaver JB	2.10	
X-197	Indiana	F.	5-10	LeRol 2C.	.90	X-197	Wichita Cultivator	J.	6-12	LeRol 2C.	.90	
X-197	J. H. G.		6-12	LeRol 2C.	.90	X-129	World			Beaver JB	2.10	
X-212	Keystone		15-30	Waukesha EU.	1.55							
X-197	Kohler, Jr., Cult. Kingwood		6-12	LeRol 2C.	.90							
X-129	Kohl		Beaver JB	2.10								

*Indicates that 3/4 inch Oversize Steams can be furnished. See Motors.



GIBSON VALVES—Continued

MOTORS

Stock No.	MAKE	MODEL	No. Cyl.	List	Stock No.	MAKE	MODEL	No. Cyl.	List
X-129	Beaver	JA-JB	4	\$2.10	X-189	Falls	With Slotted Stem	6	\$1.00
X-126	Buda	CJE, HU, HTU, HO, DU, ITU	4	1.30	X-218	Falls, 1/4 O. S.	With Slotted Stem	6	1.00
X-148	Buda	ETU	4	1.45	X-227	Hercules	CUT, J.	4	1.05
X-111	Buda	RU, WU	4	1.25	X-139	Hercules	MU2, J.	4	1.35
X-127	Buda	ETU	4	1.30	X-198	Herschell-Spillman	7.000	4	1.10
X-132	Buda	CTU, DTU	4	1.30	X-198	Herschell-Spillman	11.000	6	1.10
X-135	Buda	MU	4	1.25	X-238	Hinkley	HAA	4	1.25
X-137	Buda	TU, OU, OU	4	1.30	X-259	Hinkley	HAA	4	1.25
X-244	Buda	YU, YTU, XU, XTU, Grooved	4	1.70	X-197	LeRoi	2C	4	.90
X-245	Buda	YU, YTU, XU, XTU, Taper Grooved	4	1.75	X-113	Lycoming	K, L	4	.90
X-383	Buda, 1/4 O. S.	GUE, HU, HTU, HO, DU, ITU	4	1.60	X-305	Lycoming, 1/4 O. S.	K, L	4	1.00
X-150	Continental	7W, 8W, 9W	6	1.00	X-141	Northway	110 and 111	6	1.00
X-276	Continental, 1/4 O. S.	7W, 8W, 9W	6	1.00	X-191	Northway, 1/4 O. S.	110 and 111	6	1.00
X-215	Continental	E4, E7	4	1.65	X-236	Northway	209	8	1.00
X-277	Continental, 1/4 O. S.	E4, E7	4	1.65	X-192	Rutenber	22, 23, 25	6	1.00
X-158	Continental	7R	6	1.10	X-257	Rutenber	38, 40	6	1.20
X-284	Continental, 1/4 O. S.	7R	6	1.15	X-250	Walker	(Grant "6" 1921-22)	6	1.10
X-120	Continental	6N, 7N, 8N, 9N, 10N, 11N, 19D	6	1.00	X-252	Walker, 1/4 O. S.	(Grant "6" 1921-22)	6	1.25
X-274	Continental, 1/4 O. S.	6N, 7N, 8N, 9N, 10N, 11N, 19D	6	1.00	X-213	Waukesha	BU, BUX, B, TU, BU4	4	1.55
X-149	Continental	N	4	1.15	X-212	Waukesha	DU, EU	4	1.55
X-275	Continental, 1/4 O. S.	N	4	1.10	X-214	Waukesha	CU, FU	4	1.50
X-216	Continental	C, C4	4	1.50	X-214	Waukesha	P, PU4, PU7, M, MU4, L, LU4, J.	4	1.60
X-278	Continental, 1/4 O. S.	C, C4	4	1.50	X-208	Wisconsin	RAU, RBU	4	1.45
X-124	Continental	J4	4	1.25	X-209	Wisconsin	J, JU, A	4	1.90
X-222	Continental	C2	4	1.30	X-177	Wisconsin	PAU, TAU, TU, UAU, VAU, UUL	4	2.25
X-199	Continental	B2	4	1.35	X-211	Wisconsin	D, K, M	4	1.50
X-210	Continental	M4	4	1.50	X-211	Wisconsin	F	6	1.90
X-133	Continental	L4	4	1.50					
X-145	Falls	With Grooved Stem	6	1.00					
X-237	Falls, 1/4 O. S.	With Grooved Stem	6	1.00					

MISCELLANEOUS

Farm Lights, Marine, Stationary Engines, Etc.

Stock No.	MISCELLANEOUS	MODEL	RATING MOTOR	List	Stock No.	MISCELLANEOUS	MODEL	RATING MOTOR	List
X-234	Beeman	Garden Tractor	Gibson	\$1.25	X-160	Kohler	Farm Light		1.00
X-166	Fairbanks-Morse, Stationary	Z	20 H. P. Own	6.60	X-197	Langstadt-Meyer Farm Light	2-C4, 2-C6	LeRoi 2C	.90
X-130	Fairbanks-Morse, Stationary	40	Own	1.25	X-179	Mathews Engine Co.	Farm Light	Own	\$1.35
X-233	Fay & Bowen, Marine	L2, 3	Own	2.35	X-157	Scripps, Marine	4 1/2 x 6	Own	1.80
X-165	Hercules, Hvid Engine	BU 118	Own	2.35	X-164	Van Blerck, Marine	4, 6, 8	Own	3.00
X-228	Hercules, Hvid Engine	3 H. P. & 15 H. P.	Own	2.35					
X-197	Jeffery Radial Loader		LeRoi 2C	.90					

GIBSON SERVICE STOCKS

OF

REPLACEMENT PARTS



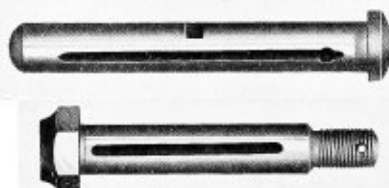
There is a wide field in every community for dealers to specialize in carrying the most vital replacement parts for various makes of cars.

Immediate service is the desire of every car owner. A well assorted stock of good replacement parts will be welcomed by every car owner, dealer and repairman. Put in Gibson Service Stocks of Replacement Parts and get the business.

We have service stock assortments worked out on the best selling and needed items. Give us a list of the most popular automobiles, if possible by models, in your community, also giving us an idea of the amount you desire to invest, either in the whole line, or any particular lines and we will make up proper assortments.



Gibson Steering Knuckle and Tie Rod Bolts



Gibson Steering Knuckle and Tie Rod Bolts are made of S. A. E. specification steel. They are carefully inspected for defects and imperfect workmanship before being hardened. Every bolt is accurately machined, rigidly inspected and guaranteed to fit. When ordering please specify parts number as well as make and model of automobile. We can also supply bushings used with the following bolts. Bushing prices on application.

	List Price		List Price
AUBURN:		HUPMOBILE:	
7630, King Bolt, 6-39, 6-51, 1920-22.....	\$1.60	49085, Steering Knuckle Bolt, N & R, 1920-23....	\$1.50
Y-263, Steering Knuckle Bolt, 6-39, 1917-20.....	1.60	49025, Tie Rod Bolt, N & R, 1920-23.....	.90
7632, Tie Rod Bolt, 6-39, 6-51.....	1.10	LEXINGTON:	
Z-404, Tie Rod Bolt, 6-39.....	1.40	FA-122, Steering Knuckle Bolt, Model R, 1918-19	1.70
BUICK:		LIBERTY:	
65186, Steering Knuckle Bolt, E, H & K, 44-45-46-47, 1917-20.....	1.40	E-189, Steering Knuckle Bolt, 10-B, C, D, 1920-22	2.00
60466, Steering Knuckle Bolt, C-24, C-25, D-44-45	1.60	MAXWELL:	
67409, Steering Knuckle Bolt, K-44-50, late 1920-21.....	1.60	14, Steering Knuckle Bolt, 1914-19.....	1.50
65412, Steering Knuckle Bolt, large, Model K....	1.60	9187, Steering Knuckle Bolt, 1920-21.....	1.50
68676, Steering Knuckle Bolt, late 1921, 44-50, 1922-23, 41-55.....	1.70	11, Tie Rod Bolt, 1914-19.....	.60
65411, Tie Rod Bolt, E, H & K, 1921-22.....	.70	9194, Tie Rod Bolt, 1920-21.....	.60
68675, Tie Rod Bolt, 1921-1922.....	.70	MITCHELL:	
64668, Tie Rod Bolt, D-45.....	.60	F-6265, Steering Knuckle Bolt, Model F-50, 1922..	2.40
CADILLAC:		NASH:	
A-7519, Steering Knuckle Bolt, 1917-21.....	2.00	30023, Steering Knuckle Bolt, all, 1918-22.....	1.40
50316, Steering Knuckle Bolt, 1919-22.....	2.20	51968, Tie Rod Bolt, all, 1918-22.....	1.00
A-7584, Tie Rod Bolt.....	1.00	OAKLAND:	
CHALMERS:		3872-B, Steering Knuckle Bolt, 34-B.....	1.40
E-1-632, Steering Knuckle Bolt, 35-C, 1918-22.....	1.80	150201, Steering Knuckle Bolt, 34-C.....	1.90
CHANDLER:		150212, Tie Rod Bolt, 34-C.....	.60
11360, Steering Knuckle Bolt, 1919-21.....	1.40	OLDSMOBILE:	
10106, Tie Rod Bolt, 1916-17-18.....	.80	45-AD-417, Steering Knuckle Bolt, 8-cylinder, 45-B, 46, 1919-20.....	1.60
11363, Tie Rod Bolt, 1919-20.....	.75	42-D-420, Steering Knuckle Bolt, 6-cylinder, 37-A, 43-44-45A.....	1.50
CHEVROLET:		45-BD-417, Steering Knuckle Bolt, 45-46B, 1920-22	2.00
H-181, Steering Knuckle Bolt, 490 up to 1921.....	1.00	44-D-49, Tie Rod Bolt, 6-cylinder.....	.70
21903-B, Steering Knuckle Bolt, FA, FB.....	1.25	45-AD-414, Tie Rod Bolt, 8-cylinder.....	.70
24077, Steering Knuckle Bolt, 490-1922.....	1.30	OVERLAND:	
H-180, Tie Rod Bolt, 490 up to 1921.....	.50	12265, Spindle Bolt, 81-83.....	1.40
21909-B, Tie Rod Bolt, FA, FB.....	.50	2189, Spindle Bolt, 69-79.....	1.40
COLE:		15767, Spindle Bolt, 85-89.....	1.40
8826, Steering Knuckle Bolt, 870.....	2.40	11287, Spindle Bolt, 84-86.....	2.50
4230, Steering Knuckle Bolt, 850-860.....	1.80	19103, Spindle Bolt, 90.....	1.40
5627, Tie Rod Bolt, 850-860-70.....	1.40	300390, Spindle Bolt, 4.....	1.20
DODGE:		13930, Tie Rod Bolt, 75-90.....	.50
E-13093, Steering Knuckle Bolt, 1922-23.....	1.00	15965, Tie Rod Bolt, 85-89.....	.55
E-157, Steering Knuckle Bolt, 1915-18.....	1.00	12584, Tie Rod Bolt, 84-83-86-88-4.....	.70
E-9788, Steering Knuckle Bolt, 1919-21.....	1.00	300395, Tie Rod Bolt, 4.....	.45
E-165, Tie Rod Bolt, 1915-18.....	.50	17204, Tie Rod Bolt, 88-4.....	2.40
E-7686, Tie Rod Bolt, 1919.....	.50	PAIGE:	
E-9528, Tie Rod Bolt, 1920-22.....	.50	4636, Steering Knuckle Bolt, 6-38, 6-39.....	1.50
DORT:		4407, Steering Knuckle Bolt, 6-42, 6-51, 6-55.....	1.60
11-E-108, Steering Knuckle Bolt, 1920-22.....	1.10	4411, Tie Rod Bolt, 6-38-39-46-51-55.....	.90
5-E-1307, Tie Rod Bolt, 1920-22.....	.50	REO:	
ESSEX:		3-TD-10, Steering Knuckle Bolt, all, 1918-22.....	1.50
51505, Spindle Bolt, all.....	1.30	3-TD-17, Tie Rod Bolt, all, 1918-22.....	.80
51499, Tie Rod Bolt, all.....	.50	STUDEBAKER:	
FRANKLIN:		10892, Steering Knuckle Bolt, 1914-19.....	2.00
20999, Steering Knuckle Bolt, 9-AB, 10-AB, 1917-22	1.00	32022, Steering Knuckle Bolt, 1920-21, Special and Big Six.....	1.80
GARDNER:		43015, Steering Knuckle Bolt, Light Six, 1920-23	1.50
G-306, Steering Knuckle Bolt, small, 1921.....	1.00	743, Tie Rod Bolt, 1914-19.....	1.00
G-306, Steering Knuckle Bolt, large, 1922.....	1.00	32009, Tie Rod Bolt, 1920-21.....	.75
HAYNES:		STUTZ:	
11679, Steering Knuckle Bolt, all models, 1915-23	2.40	5757, Steering Knuckle Bolt, all models.....	2.80
HUDSON:		5758, Tie Rod Bolt, all models.....	1.10
10858, Tie Rod Bolt, H, J, M, O.....	1.00	VELIE:	
13204, Spindle Bolt, H, J, M, O.....	1.40	V-11840, Steering Knuckle Bolt, 28-38, 1917-18..	1.00
		V-2449, Steering Knuckle Bolt, 48-58, 1917-22..	.90
		V-11031, Steering Knuckle Bolt, 34, 1920-21.....	1.20



GIBSON SHACKLE BOLTS



Every dealer will find it decidedly advantageous to have a Gibson Shackle Bolt Display Cabinet Assortment. With two assortments to choose from it is possible to select one best suited for the trade to be served. Assortment No. 1 does not require a

big investment in stock, but enables a dealer to fill the average call for Shackle Bolts. Assortment No. 2 is more complete and contains an assortment to serve practically every make of automobile.

Display Cabinet Assortment

Assortment No. 1

This assortment consists of 89 bolts ranging in size from $\frac{1}{2}$ " x 3" to $\frac{3}{4}$ " x 4 $\frac{1}{2}$ " picked so as to replace sizes for approximately 25 of the more popular makes of cars. This assortment will give the service station a sufficient quantity of bolts to take care of the average run of replacements.

Assortment No. 1, 89 Standard Shackle Bolts, complete with nuts, \$64.00. Cabinet free.

Assortment No. 2

This assortment consists of a quantity of all sizes of bolts used in the replacement tables shown, which gives a service stock that will take care of practically all cars. This stock consists of 205 bolts in sizes ranging from $\frac{1}{2}$ " x 3" to $\frac{3}{4}$ " x 4 $\frac{1}{2}$ ", which gives a service station a very complete stock of bolts from which he can serve practically every car and a considerable number of trucks.

Assortment No. 2, 205 Standard Shackle Bolts, complete with nuts, \$155.00. Cabinet free.

Gibson Shackle Bolts are of special design for replacement use and are interchangeable with the bolts used as original equipment.

They are of high quality, made from special analysis steel, properly heat treated and ground to close limits.

Over 75 different sizes are available, these sizes will take care of replacement on the popular makes of cars, with the exception of special shackles and studs.

Gibson Shackle Bolts are carried in stock in standard sizes for the popular makes of cars. Gibson Shackle Bolts 1-64-inch oversize can be supplied for factory shipment.

Please order by stock number and advise if standard or oversize is desired.



Gibson Shackle Bolts are made of special analysis steel carefully machined and pack hardened to give a hard surface with a tough center core. All bolts have thin heads, are knurled under the head to lock them in the shackle and are drilled with two cotter pin holes. They have S. A. E. threads and each bolt is furnished with a castle nut.

The table below gives the sizes, stock numbers, prices for standard size and oversize, and number of bolts in a standard package:

PRICE LIST

Gibson Shackle Bolts with Castle Nuts

Dia.	Length	Stock No.	Standard List	Oversize List	Standard Package
$\frac{1}{2}$	$3\frac{1}{2}$	230	\$3.55	\$6.65	12
$\frac{1}{2}$	3	230	\$3.55	\$6.65	12
$\frac{1}{2}$	$3\frac{1}{2}$	231	.57	.67	12
$\frac{1}{2}$	$3\frac{1}{2}$	232	.59	.69	12
$\frac{1}{2}$	$3\frac{1}{2}$	233	.61	.71	12
$\frac{1}{2}$	4	240	.63	.73	12
$\frac{3}{8}$	3	930	.60	.72	12
$\frac{3}{8}$	$3\frac{1}{2}$	931	.62	.74	12
$\frac{3}{8}$	$3\frac{1}{2}$	932	.64	.76	12
$\frac{3}{8}$	$3\frac{1}{2}$	933	.66	.78	12
$\frac{3}{8}$	4	940	.68	.80	12
$\frac{3}{8}$	$4\frac{1}{2}$	941	.70	.82	12
$\frac{3}{8}$	$4\frac{1}{2}$	942	.72	.84	12
$\frac{5}{8}$	$3\frac{1}{2}$	531	.70	.84	12
$\frac{5}{8}$	$3\frac{1}{2}$	532	.72	.86	12
$\frac{5}{8}$	$3\frac{1}{2}$	533	.74	.88	12
$\frac{5}{8}$	4	540	.76	.90	12
$\frac{5}{8}$	$4\frac{1}{2}$	541	.78	.92	12
$\frac{5}{8}$	$4\frac{1}{2}$	542	.80	.94	12
$\frac{5}{8}$	$4\frac{1}{2}$	543	.82	.96	12
$\frac{1}{2}$	$3\frac{1}{2}$	132	.80	.97	6
$\frac{1}{2}$	$3\frac{1}{2}$	133	.83	1.00	6
$\frac{1}{2}$	4	140	.86	1.03	6
$\frac{1}{2}$	$4\frac{1}{2}$	141	.89	1.06	6
$\frac{1}{2}$	$4\frac{1}{2}$	142	.92	1.09	6
$\frac{1}{2}$	$4\frac{1}{2}$	143	.95	1.12	6
$\frac{3}{4}$	$3\frac{1}{2}$	331	.82	1.00	6
$\frac{3}{4}$	$3\frac{1}{2}$	332	.85	1.03	6
$\frac{3}{4}$	$3\frac{1}{2}$	333	.88	1.06	6
$\frac{3}{4}$	4	340	.91	1.09	6
$\frac{3}{4}$	$4\frac{1}{2}$	341	.94	1.12	6
$\frac{3}{4}$	$4\frac{1}{2}$	342	.97	1.15	6
$\frac{3}{4}$	$4\frac{1}{2}$	343	1.00	1.18	6
$\frac{7}{8}$	$3\frac{1}{2}$	732	1.00	1.20	6
$\frac{7}{8}$	$3\frac{1}{2}$	733	1.04	1.24	6
$\frac{7}{8}$	4	740	1.08	1.28	6
$\frac{7}{8}$	$4\frac{1}{2}$	741	1.12	1.32	6
$\frac{7}{8}$	$4\frac{1}{2}$	742	1.16	1.36	6
$\frac{7}{8}$	$4\frac{1}{2}$	743	1.20	1.40	6



STARTING CRANKS

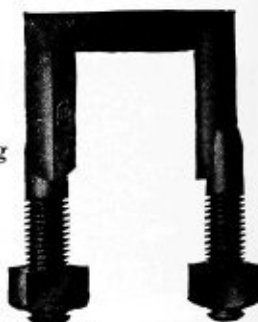
Starting Cranks



With a small assortment, you will be able to supply most everybody with a crank. We can furnish you cranks for any car not listed, if you will furnish us with sample.

No.	Car and Model	List
46	Allen, All Models	\$1.40
21	Apperson	2.00
46	Auburn, All Models	1.40
58	Barley (1923)	2.00
36	Briscoe	1.75
23	Buick "4" 1914-18-22	1.30
1	Buick, 1918-22	1.30
15	Chalmers	2.00
16	Chandler	2.10
2	Chevrolet, 4-90	1.05
20	Chevrolet Baby Grand	1.05
39	Cleveland, 1922	2.00
50	Cole	2.00
24	Columbia, 1917-22	1.90
57	Columbia (1923)	2.00
5	Dodge, All Models	1.25
5	Dort, 1918-20	1.90
23	Dort, 1921-22	1.30
20	Durant Four, 1922	1.05
36	Earl, 1922	1.75
5	Elcar	1.90
36	Elgin	1.75
17	Essex, All Models	1.50
22	Franklin, Model 9A, 1919-22	2.00
26	Franklin, Model 9B	2.00
1	Gardner, 1921-22	1.30
5	Gardner, 1918-20	1.90
36	Grant	1.75
28	Gray	1.25
54	Haynes, 50-55-75	3.60
40	Hudson, Model M	1.50
18	Hudson, Model O	1.50
19	Hudson, Model H & J	1.50
13	Hupmobile, 1921-22	1.75
45	Hupmobile, 1918-19	1.75
31	Jordan, 1921-23	1.50
47	Jewett, 1922	1.05
48	Kissel, 1918-20	2.00
49	Kissel, 1921-22	2.00
49	King H & J	2.00
24	Lexington, Model 8 1921-22	1.90
57	Lexington (1923)	2.00
41	Liberty, 190C	1.60
36	Mailbohm	1.75
6	Maxwell, 1922	1.05
42	Maxwell, 1920-21	1.25
38	Marmon	2.25
56	Mitchell, F50	1.60
49	Mitchell, C42	2.10
44	Moon, 1922	1.60
35	Moon, 1917-21	1.75
50	Moon (1923)	1.50
52	Nash (4-cyl.)	1.05
53	Nash (6-cyl.)	1.30
35	National, BR	2.25
14	Oakland, All Models	1.60
4	Oldsmobile, 45-45A-45B-46-47	1.60
34	Oldsmobile, 6-37, 44	1.25
25	Oldsmobile, 43A	1.05
10	Overland, Baby "4"	1.30
12	Overland, 30	1.60
11	Overland, 81-82-83-85-86-88	1.90
55	Overland, 79	3.00
37	Packard, 238-338-438-538	1.60
39	Paige, 6-44, 6-66	1.30
27	Paige, 6-39	1.55
29	Paige, 6-55	2.00
53	Premier	2.00
8	Reo, Speed Wagon	2.00
7	Reo, All Models	2.00
32	Saxon	1.05
37	Scrapps-Booth F45	1.75
34	Scrapps-Booth, 629, B-39	1.25
43	Stearns-Knight, 1919-22	2.00
3	Studebaker, Light 6	1.40
9	Studebaker Standard, Special & Big Six	1.60
36	Vellie, 31	1.75
35	Vellie, 7W-22-28-38-TR-48	1.75
37	Wills St. Claire, All Models	1.60
39	Westcott, C-38, 48, A-38, 48, S-18, B-18, 42, 41	1.30
12	Willys-Overland	1.60

Heavy Half-Oval Spring Clips



FOR 12-INCH SPRINGS				
Size No.	Flat	Stem	Over All	Each
150A	1	3/8	3	\$0.30
150C	1	7/16	2 1/2	.35
150D	1 3/16	7/16	2 5/8	.35
150E	1 7/16	7/16	3	.35
FOR 12-INCH SPRINGS				
175B	1	7/16	3 3/4	\$0.37
175C	1 3/16	7/16	3	.37
175F	1 1/2	7/16	3 1/4	.35
175P	1 3/4	7/16	3 7/8	.39
175H	2	7/16	3 1/2	.38
175J	2 1/2	7/16	4	.39
FOR 2-INCH SPRINGS				
200B	1 3/16	7/16	3 1/4	\$0.40
200E	1 1/2	7/16	3 1/4	.40
200G	1 3/4	7/16	3 7/8	.41
200H	1 15/16	7/16	4 1/4	.42
200HH	2 1/4	7/16	4 1/2	.42
200L	1 1/2	1/2	3 1/2	.46
200N	1 7/8	1/2	3 3/4	.46
200BB	1 15/16	1/2	4 1/2	.48
200P	2 3/8	1/2	4 1/4	.48
200V	1 1/2	9/16	4	.63
200KK	2	9/16	4	.63
200ZZ	2 1/2	9/16	4 3/4	.70
200AA	2	5/8	4 1/2	.80
FOR 2 1/2-INCH SPRINGS				
225C	1 5/8	1/2	4	\$0.50
225B	2	1/2	4	.50
225D	1 5/8	9/16	4	.65
225P	2 1/8	5/8	4 1/2	.85
FOR 3-INCH SPRINGS				
250D	2	1/2	4 1/2	\$0.55
250C	2 3/4	1/2	6 1/8	.70
250M	2 3/4	9/16	4 1/4	.72
250E	2 3/4	5/8	4 5/4	.92
SPECIAL				
Ford Front For Model T				\$0.75
Ford Rear For Model T				.75
Ford Front, Extra Long for 10 Leaf Springs				.85
Ford Rear, Extra Long for 10 Leaf Springs				.85

Heavy Clip Yokes



These Yokes are drilled and reamed, making a perfect fit for the bolt. Made cold from bar stock.

Number	Distance Between Holes	Sizes of Holes	Per Doz.
38-B	1 1/2-in.	7/16-in.	\$1.06
38-C	1 1/2-in.	7/16-in.	1.06
38-D	2-in.	7/16-in.	2.70
38-F	2-in.	1/2-in.	2.44
38-G	2 1/2-in.	1/2-in.	2.55
38-H	2 1/2-in.	1/2-in.	2.06

Spring Links

Handy for repairs. Forged from Special Grade O. H. Steel.



Number	Center to Center	Width of Bosses	Thickness of Bosses	Per Doz.
300-A	13-in.	1 1/2-in.	7/16-in.	\$1.06
300-C	2-in.	1 1/2-in.	7/16-in.	1.06
300-D	2-in.	1 1/2-in.	7/16-in.	1.76
300-E	2 1/2-in.	1 1/2-in.	7/16-in.	1.76



GIBSON SPRINGS

High-grade special analysis Carbon Steel is used in all of our products except those listed Alloy. In materials under that class, we use Vanadium Alloy Steel, which is treated accurately to obtain the highest degree of flexibility, durability, tensile qualities and long life. All of our springs are oil tempered, heat treated, and graphited between the leaves, finished with a coat of black Japan paint.

ALLEN

Stock No.	Model	Location	Price
25	32, 33, 34, 35, 35A, 37, 41	1915-19 Front	\$8.60
26	33, 34, 35	1915 Rear	10.50
27	37	1916 Rear	15.30
28	41	1917-18-19 Rear	12.60
29	43	1920 Front	6.90
30	43	1920 Rear	13.50

ANDERSON

45	30	1919-20 Front	8.10
46	30, Touring Car	1919-20 Rear	16.80
47	30, Sedan	1919-20 Rear	18.00

APPERSON

55	6 and 8 Cyl.	1917-18-19 Front	6.30
56	6 and 8 Cyl. T. C.	1917-18-19 Rear	13.20
57	6 and 8 Cyl. Roadster	1917-18-19 Rear	11.40
58	8-20, 4 Passenger	1920 Front	6.30
59	8-20, 4 Passenger	1920 Rear	12.90

AUBURN

70	6-39, 6-39B	1917-18 Front	7.80
71	6-39, 6-39B	1917-18 Rear	13.80
72	6-39H, 6-39K	1919-20 Front	9.00
73	6-39H, 6-39K	1919-20 Rear	15.00
74	6-51H, 6-51K	1922 Front	9.00
75	6-51H, 6-51K, T. C.	1922 Rear	16.80

BRISCOE

100	4-38, 8-38	1916 Front	4.80
101	4-38, 8-38	1916 Rear	12.90
102	4-24	1917-19 Front (F. El.)	8.70
103	4-24	1917-19 Rear (F. El.)	12.00
104	4-34	1920 Front	6.90
105	4-34	1920 Rear	11.10

BUICK

122	D-44, 46	1916-17 Front	10.20
123	D-44, 46, E-44, 46	1916-18 Rear (Cant.)	16.50
124	D-45, 47	1916-17 Front	8.10
125	D-45, E-45	1916-18 Rear (Cant.)	18.00
127	D-34, 35, E-34, 35, 37, E-4	1916-18 Front	6.60
128	D-34	1916-17 Rear	8.10
129	D-35	1916-17 Rear	10.20
130	E, H, K, 49, 50	1918-20 Front	10.80
131	E-49, 50	1918 Rear (Cant.)	21.60
132	E-34	1918 Rear	9.90
133	E-35, 37	1918 Rear	12.00
135	H-44, 46, K-44, 46	1919-20 Rear (Cant.)	21.00
136	H-45, K-45	1919-20 Rear (Cant.)	22.50
137	H-47, K-47	1919-20 Rear (Cant.)	22.50
138	E, H, K, 44, 45, 46, 47	1918-20 Front	10.20
139	H-49, 50, K-49, 50	1919-20 Rear (Cant.)	25.50
140	21-44, 45	1921 Front	9.60
141	22-45	1922 Front	9.30
142	21-46, 49, 50, 22-46, 49, 50	1921-22 Front	11.40

BUICK—Continued

Stock No.	Model	Location	Price
143	21-47, 48, 22-44, 47, 48, 54	1921-22 Front	\$10.20
144	22-44, 54	1922 Rear	15.90
145	21-47, 22-47, 50	1921-22 Rear	22.50
146	21-48, 22-45, 48	1921-22 Rear	21.00
147	21-49, 50, 22-49	1921-22 Rear	22.50
148	21, 22-34, 35, 36, 37	1921-22 Front	6.60
149	21, 22-34, 36	1921-22 Rear	10.20

CADILLAC

150	55, 57, 59	1917-21 Front	12.00
151	55, 57, 59, 61	1917-22 Rear Side	18.00
152	55, 57, 59, 61	1917-22 Rear Cross	12.30
153	51, 53	1915-16 Front	12.00
154	51, 53, 7 Passenger	1915-16 Rear Side	16.80
155	51, 53, 7 Passenger	1915-16 Rear Cross	11.10
156	59-61	1921-22 Front Right	12.00
157	59-61	1921-22 Front Left	12.00

CASE

175	U	1918 Front	12.00
176	U, Touring Car	1918 Rear	18.60
177	U, Sedan	1918 Rear	19.50
178	U, Roadster	1918 Rear	19.20
179	V 20, Special, 11 Leaf	1919-22 Front	13.20
180	V 20, T. C. and Roadster	1919-22 Rear	18.30
181	V 20, Sedan	1919-22 Rear	19.50
182	V 20, Standard	1919-22 Front	10.20

CHALMERS

185	35A	1916-17 Front	7.20
186	35A, B, C, 7 Pass.	1917-22 Rear	13.50
187	35B, C	1917-22 Front	7.80
188	35A, B, Roadster and Cab	1916-22 Rear	11.40
189	32A, B, 6-53	1915-17 Front	7.50
190	32B	1916-17 Rear	14.40
191	26A, B	1914-15 Front	8.10
192	35A, B, C 4 and 5 Passenger	1916-22 Rear	11.70

CHANDLER

200	14, 15, 16	1914-16 Front	9.00
201	14, 15, 16, Roadster	1914-16 Rear	9.60
202	14, 15, 16, T. Car	1914-16 Rear	12.60
203	11, 18, 19, 20	1917-22 Front	11.10
204	17, 18, 19, 20, 4 Passenger	1917-22 Rear	13.50
205	17, 18, 19, 20, T. Car	1917-22 Rear	16.20
206	17, 18, 19, 20, Coupe Dispatch	1917-22 Rear	14.10
207	17	1916 Front	10.50
208	17, Roadster	1916 Rear	12.00
209	17, Touring Car	1916 Rear	17.10

CHEVROLET

215	H-2, 2 1/2, 3, 4	1914-16 Front	6.60
216	H-2, 2 1/2, 3	1914-16 Rear	8.10
217	H-4	1914-16 Rear	9.30



GIBSON SPRINGS

CHEVROLET—Continued

Stock No.	Model	Location	Price
218	4-90, Single.....1917-19	Front	\$6.30
219	4-90, Touring Car.....1916-19	Rear	8.70
220	4-90, Roadster.....1916-19	Rear	7.50
221	4-90, Sedan.....1916-19	Rear	9.00
222	F. A., F. B.....1918-22	Front	8.70
223	FA-5, FA Sdn., FB-50, FB-40.....1918-22	Rear	10.50
224	FA-2, FB-20.....1918-22	Rear	12.90
225	D, 8 Cyl.....1917-18	Front	8.10
226	D, 8 Cyl.....1917-18	Rear	14.10
227	4-90.....1920-21	Front	5.70
228	4-90 Touring Car.....1920-22	Rear	9.00
229	4-90 Roadster.....1920-22	Rear	7.50
230	4-90 Sedan.....1920-22	Rear	9.00
231	4-90 All Types.....1922	Front	6.60

CLEVELAND

240	40.....1920-21	Front	11.10
241	40, Touring Car.....1920-21	Rear	12.30
242	40, Roadster.....1920-21	Rear	11.10
243	40, Sedan.....1920-21	Rear	13.50

COLE

250	8-60, 9 Leaf.....1916-17	Front	10.80
251	8-60, 10 Leaf.....1916-17	Rear	19.50
252	8-70, 8-80, 8-90.....1918-22	Front	10.80
253	8-70, 8-80, 8-90.....1918-22	Rear	18.30

COLUMBIA

260	All Types.....1918-21	Front	9.00
261	Touring.....1918-22	Rear (Cant.)	21.00
262	Sedan.....1918-22	Rear	22.50
263	All Types.....1922	Front	9.00

CROW-ELKHART

270	25, 30, 35, 35C.....1916-17	Front	7.20
271	25, 30, 35, 35C.....1916-17	Rear	8.40
272	4 Cyl., All Types.....1918-19	Front	7.20
273	6 Cyl., All Types.....1918-19	Front	8.10
274	4 and 6 Cyl., All Types, except Se- dan.....1918-19-20	Rear	12.00
275	Sedan.....1920-21	Rear	13.50
276	4 Cyl., All Types.....1920-21	Front	7.20
277	6 Cyl., All Types.....1920-21	Front	8.10

DAVIS

290	H, 51, 55.....1917-21	Front	9.00
291	H, 51, 55.....1917-21	Rear	18.90
294	61.....1922	Front	8.10
295	61, T. C.....1922	Rear	13.50

DODGE—(Carbon)

310	All Types.....1915-22	Front	6.00
311	Touring Car.....1915-20	Lower Rear	9.00
312	Roadster.....1915-20	Lower Rear	7.80
313	All Types.....1915-20	Upper Rear	3.60
314	Sedan, Taxi, Limou- sine.....1915-20	Lower Rear	10.20
315	Touring Car.....1921-22	L. R.	9.30
316	Sedan, Taxi, Limo.....1921-22	L. R.	10.50
317	Roadster and Coupe.....1921-22	L. R.	8.10
318	All Types.....1921-22	U. R.	4.20
319	Sedan, Taxi, Limo.....1921-22	U. R.	4.80

DODGE—(Alloy)

Stock No.	Model	Location	Price
320	All Types.....1915-22	Front	8.80
321	Touring Car.....1915-20	Lower Rear	12.00
322	Roadster.....1915-20	Lower Rear	10.40
323	All Types.....1915-20	Upper Rear	4.80
324	Sedan, Taxi, Limousine.....1920	Lower Rear	13.60
325	Touring Car.....1921-22	L. R.	12.40
326	Sedan, Taxi, Limo.....1921-22	L. R.	14.00
327	Roadster, Coupe.....1921-22	L. R.	10.80
328	All Types.....1921-22	U. R.	5.60
329	Sedan, Taxi, Limo.....1921-22	U. R.	6.40

DORT

331	All Types.....1916-20	Front	8.40
332	All Roadsters and T. C. 2".....1915-20	Rear (Cant.)	14.00
333	11, 11T, 11S, 15S, 24.....1918-20	Rear (Cant.)	15.30
334	All Types.....1921-22	Front	8.70
335	T. C. Rdstr, Coupe.....1921-22	Rear	15.90
336	Sedan.....1921-22	Rear	17.40
340	A22, 4 Cylinder.....1922	Front	5.40
341	A22, 4-Cyl.....1922	Rear	11.40
342	B22, 6-Cyl.....1922	Front	9.00
343	B22, 6-Cyl.....1922	Rear	19.50

ELCAR

350	D-6, H-6, G-6.....1918-19	Front	8.10
351	D-6, H-6, G-6.....1918-19	Rear	11.40
352	E-51.....1920-21	Front	7.80
353	E-51.....1920-21	Rear	13.80

ELGIN

360	6 Cyl, 13.....1917-18	Front	6.60
361	6 Cyl, 5 Passenger.....1918	Rear (Cant.)	15.90
362	6 Cyl, Sedan.....1918	Rear (Cant.)	16.80
363	6 Cyl.....1917	Rear (Cant.)	12.00
364	6 Cyl, 2".....1918	Front	7.20
365	H, 6 Leaf.....1919	Front	7.20
366	H.....1919	Rear (Cant.)	15.90
367	H, K, 7 Leaf.....1919-21	Front	8.10
368	K.....1920-21	Rear (Cant.)	15.60

ESSEX

375	All.....1919-22	Front	6.60
376	Roadster.....1919-22	Rear	11.70
377	T. C., Phaeton, Se- dan.....1919-22	Rear	12.90
378	Special, 7 Leaf.....1919-22	Front	7.80
379	Special Heavy.....1919-22	Rear	14.10

FORD—(Carbon)

400	T, Standard, 7 Leaf.....	Front	\$1.10*
400 1/2	T, Special, 8 Leaf.....	Front	1.50*
401	T, Heavy, 9 Leaf.....	Front	2.20*
402	T, Extra Heavy, 10 Leaf.....	Front	2.60*
403	T, Standard, 8 Leaf.....	Rear	3.80*
403 1/2	T, Heavy, 9 Leaf.....	Rear	4.65*
404	T, Extra Heavy, 10 Leaf.....	Rear	5.60*
405	1 Ton Truck.....	Rear	4.40*

FORD—(Alloy)

410	T, Standard, 7 Leaf.....	Front	7.00
411	T, Heavy, 9 Leaf.....	Front	9.25
412	T, Extra Heavy, 10 Leaf.....	Front	10.50
413	T, Standard, 8 Leaf.....	Rear	17.00
414	T, Extra Heavy, 10 Leaf.....	Rear	21.00
415	1 Ton Truck.....	Rear	11.00

GARDNER

440	G, T.....1919-22	Front	6.30
441	G, T.....1919-22	Rear	12.00



GIBSON SPRINGS

GRANT

Stock No.	Model	Location	Price
450	TVK, 11".....1915-16-17	Front	\$5.40
451	TVK.....1915-16-17	Rear (Cant.)	10.80
452	G, GX, 11".....1918-19	Front	6.00
453	G, GX, TC, 8 Leaf.....1918-19	Rear (Cant.)	13.20
454	G, GX, TC, 9 Leaf.....1918-19	Rear (Cant.)	14.10
455	G, GX, Roadster.....1918-19	Rear (Cant.)	12.30
456	H, 2", 7 Leaf.....1920	Front	9.00
457	H, HX, HY.....1920-22	Rear	13.20
459	H, HX, HY.....1920-22	Rear	14.10

HAYNES

479	38, 39, 44, 45, 46.....1918-19-20	Front	12.90
480	38, 43.....1918-19	Rear	16.50
481	39, 44, Roadster.....1918-19	Rear	12.90
482	39, 44, Touring Car.....1918-19	Rear	18.90
483	47-48.....1920-22	Front	11.10
484	47-48, 2 Pass.....1920-22	Rear	15.90
485	47-48, 4 Pass.....1920-22	Rear	16.50
486	47-48, 7 Pass.....1920-22	Rear	16.50
487	47-48, Sedan.....1920-22	Rear	17.10
488	47-48, Brougham.....1920-22	Rear	16.50
489	45-46, All Types.....1919-20	Front	11.70
490	45-46, Touring Car.....1919-20	Rear	16.80
493	50-55, All Types.....1921-22	Front	8.40
494	50-55, Touring Car.....1921-22	Rear	13.20
497	75, All Types.....1922	Front	11.10
498	75, 7 Passenger, T. C.....1922	Rear	16.50

HUDSON

507	H, J.....1916-17	Front	10.50
508	H, J, T. C. and Sed.....1916-17	Rear	16.80
509	M.....1918	Front	10.50
510	M, T. C. and Sedan.....1918	Rear	16.80
511	O, 7 Leaf.....1919-22	Front	9.30
512	O, 8 Leaf.....1919-22	Front	10.20
513	O, T.C., Sedan, Limo.....1919-22	Rear	15.30
515	O, 10 Leaf.....1919-22	Rear	18.00

HUPMOBILE

543	K, N.....1915-17	Front	7.80
544	K, N, 5 Passenger.....1915-17	Rear	11.70
545	K, N, Roadster.....1916-17	Rear	10.50
546	N, U, 7 Passenger.....1916-17	Rear	16.80
547	R, Touring Car.....1918-20	Rear	11.10
548	R, 6 Leaf.....1918-20	Front	6.60
549	R, 7 Leaf.....1918-20	Front	7.80
550	R, 6 Leaf.....1921	Front	6.60
550B	R, (center bolt type).....1921	Front	7.80
551	R.....1921	Rear	11.10

HUPMOBILE—(Alloy)

552	R, T. C. New Type.....1922	Front	8.70
553	R, Sedan, New Type.....1922	Front	8.40
554	R, T. C., New Type.....1922	Rear	11.70
555	R, Sedan, New Type.....1922	Rear	12.60
565A	R.....1921	Front	8.80
566A	R.....1921	Rear	14.80
567A	R, T. C., New Type.....1922	Rear	15.60
568A	R, Sedan, New Type.....1922	Rear	16.80

JORDAN

600	B (J-60).....1917	Front	8.70
601	B (J-60), 7 Leaf, Rd.....1917	Rear	14.10
602	B (J-60), 8 Leaf, T. C.....1917	Rear	16.20
603	C.....1918	Front	8.70
604	C, Touring.....1918	Rear	16.20

JORDAN—Continued

Stock No.	Model	Location	Price
605	F, All Types.....1919-22	Front	88.70
606	F, 4 and 5 Pass.....1919-22	Rear	16.50
607	F, Sedan.....1919-22	Rear	16.50
608	M.....1919-21	Front	7.50
609	M.....1919-21	Rear	14.40
611	MX, All Types.....1922	Front	7.50
612	MX, Touring Car.....1922	Rear	13.50

KING

629	EE, FG, H.....1918-19	Front	10.50
630	EE, FG, H.....1918-19	Rear (Cant.)	21.90
631	EE, FG, H, Sedan.....1918-19	Rear (Cant.)	25.20
632	H, J, K.....1920-22	Front	10.80
633	H, J, K.....1920-22	Rear	25.20

KISSEL CAR

640	6-38, 100 Pt. 6.....1916-18	Front	8.40
641	6-38, 100 Pt. 6.....1916-18	Rear	12.90
644	4-36, 6-42, 4-32.....1915-17	Front	8.40
645	4-36, 4-32.....1915-16	Rear	12.90
646	6-42.....1915-17	Rear	12.00
647	6-45 (CB6).....1919-22	Front	9.60
648	6-45 (CB6).....1919-22	Rear	15.30
650	6-45 (CB6), 7 Pass.....1919-22	Rear	17.40
651	6-45 (CB6), Coach Sdn.....1919-22	Rear	17.40

LEXINGTON

665	6-0.....1916-17	Front	7.50
666	6-0.....1916-17	Rear	13.50
667	6-R, Sedan.....1918-19	Rear	18.60
668	6-R.....1918-19	Front	8.40
669	6-R, 4 and 5 Pass. Roadster.....1918-19	Rear	17.10
670	S.....1920-21	Front	6.60
671	S.....1920-21	Rear	12.60
672	T.....1921-22	Front	9.00
673	T, Touring Car.....1921-22	Rear	16.20

LIBERTY

680	10-A, 10-B, 10-C.....1916-22	Front	8.40
681	10-A, 10-B, 10-C.....1916-22	Rear	11.40

LINCOLN

700	All Types.....1921	Front	16.00
701	Roadster.....1921	Rear	21.20
702	7 Passenger.....1921	Rear	24.00
703	Limousine.....1921	Rear	26.80

MAIBOHM

725	5 Passenger, 6 Leaf.....1919	Front	6.60
726	5 Passenger, 7 Leaf.....1919-21	Front	7.80
727	5 Passenger, 21".....1919-20	Rear	13.20
728	5 Passenger, 13".....1919	Rear	11.70
729	Sedan.....1919-20	Rear	14.40

MAXWELL

745	25, 11".....1914-19	Front	5.40
746	25, 40".....1914-15	Rear	6.90
747	25, T. C. and Sedan.....1916-17	Rear	7.80
748	25, Roadster, 46".....1916-17	Rear	6.90
749	25, 2".....1920-21	Front	5.70
750	25.....1918-21	Rear	9.90
751	25, All Types, New Series.....1922	Front	6.90
752	25, N.S., T.C., Coupe, Roadster.....1922	Rear	10.50
753	25, New Series, Sedan.....1922	Rear	11.70



GIBSON SPRINGS

MITCHELL

Stock No.	Model	Location	Price
781	C-42, D-42, E-40, E-42 F-40, F-42, F-50...1916-22	Front	\$11.10
782	C-48, D-40...1916-18	Front	9.90
784	E-40, F-40, F-50...1919-22	Rear (Cant.)	21.90
785	C42, D42, E42, F42, Big Six...1916-22	Rear	22.80

MONROE

790	M-2, M-3...1915-18	Front	4.50
791	M-2, M-3...1915-18	Rear	6.00
792	M-4, M-6, S 7 to 14...1917-22	Front	5.70
793	M-4, M-6, S 7 to 14...1917-22	Up. R. Cross	11.70
794	M-4, M-6, S 7 to 14...1917-22	L. R. Cross	15.90

MOON

800	6-86, 6-45...1918	Front	6.90
801	6-36, 6-45...1918	Rear	12.60
802	Victory...1919-20	Front	10.20
803	Victory...1919-20	Rear	13.80
804	6-48...1920	Front	9.30
805	6-48...1920	Rear	13.50
806	6-48...1921-22	Front	9.60
807	6-48, Touring Car...1921-22	Rear	15.00

NASH

830	4-62, 4-72, 6-61...1916-17	Front	8.10
831	4-62, 4-72, 6-61...1916-17	Rear	12.60
832	All Types, 9 Leaf...1918-21	Front	10.80
833	All Types, 10 Leaf...1918-21	Front	12.00
834	6-81, 83, 87, 11 Leaf...1918-21	Rear	17.40
835	6-82, 84, 85, 11 Leaf...1918-21	Rear	18.90
836	6-86, 10 Leaf...1918-21	Rear	17.40
837	6-71...1917	Front	9.90
838	6-71...1917	Rear	14.40
839	Late 6-81 Series, 6-91 Series, All Types...1921-22	Front	14.10
840	Late 6-81, 83, 87 and 6-91, 93, 97...1921-22	Rear	16.50
843	41, 42, 43, 44, 4 Cyl...1920-22	Front	8.70
844	41, 42, 43, 44, 4 Cyl...1920-22	Rear	14.10

NATIONAL

847	BB, Sextet...1920-22	Front	10.20
849	AF, AK, AL...1918-19	Front	9.30
850	AF, AK, AL...1918-19	Rear	21.30
851	BB, Sextet...1920-22	Rear	19.50

OAKLAND

860	32-B...1916	Front	6.30
861	32-B, Touring Car...1916	Rear	8.10
862	32-B, Roadster...1916	Rear	7.20
863	34...1917	Front	6.60
864	34, T. Car and Sedan...1917	Rear	10.50
865	34-B...1918-19	Front	6.30
866	34-B...1918-19	Rear	10.50
867	34, Coupe and Sedan...1918-19	Rear	10.50
868	34-C, 34-D...1920-22	Front	7.20
869	34-C, T. C. and Coupe...1920-22	Rear	10.80
870	34-C, Roadster...1920-22	Rear	8.70
871	34-C, Sedan...1920-22	Rear	13.20

OLDSMOBILE

880	45A, All Types...1917-18	Front	7.50
881	45A, Roadster...1917-18	Rear	10.50
882	45A, Touring...1917-18	Rear	11.70
883	37, 37A, T. Car...1917-21	Front	6.60
884	37, 37A, Sedan, Roadster...1917-21	Front	7.80
885	37, 37A, T. C...1917-22	Rear	14.40

OLDSMOBILE—Continued

Stock No.	Model	Location	Price
886	37, 37A, Sedan...1917-21	Rear	\$16.50
887	45B...1919-20	Front	10.20
888	45B, 7 Pass. Touring Car, Sedan, 10 Leaf...1919	Rear	18.00
889	45B, 7 Pass. T. C., Pacemaker, 9 Leaf Late 1919-20	Rear	16.20
890	45, 2d Ser., 45A, 7 Pas- senger...1917-18	Rear	11.70
891	45, 7 Pass. Touring Car...1917	Rear	12.60
892	43-A, 4 Cyl., 47...1921-22	Front	8.10
894	43-A, 4 Cyl., 47...1921-22	Rear	14.70
895	46, 8 Cyl., All Types...1921-22	Front	10.50
896	46, 8 Cyl., 6 and 7 Pass., Touring Car, Pacemaker...1921-22	Rear	16.20

OVERLAND—(Carbon)

925	75, 75B, 90CC, 90, Roadster...1916-17	Front	6.00
926	75, 75B, T. C., 90CC...1916-17	Rear	11.10
929	81, 83, 83B...1915-16	Front	6.90
931	82, 86, 86B...1915-16	Rear	13.80
933	83, 83B, T. Car...1915-16	Rear	8.40
934	85-4, 85-6...1917-18	Front	8.40
935	85-4, 85-6, Rds'ter...1917-18	Rear (Cant.)	14.70
936	85-4, 85-6, T. Car...1917-18	Rear (Cant.)	16.80
937	88-4, 88-8, All Types...1917-19	Front	10.50
938	88-4, 88-6, 88-8, 89-6, Touring Car...1917-19	Rear (Cant.)	19.80
939	88-4, 88-6, 88-8, 89-6, Sedan, Limousine...1917-19	Rear (Cant.)	22.20
940	89, Roadster...1917-19	Rear (Cant.)	17.40
941	89, C. L. R...1917-19	Rear (Cant.)	19.80
942	90, 90B, T. Car...1917-19	Front	6.60
943	90, 90B, T. Car...1917-19	Rear (Cant.)	11.40

OVERLAND—(Alloy)

950	4...1920-22	Front	6.40
951	4...1920-22	Rear	8.40

PACKARD—(Alloy)

1000	Twin Six, 900 lbs...1920-22	Front	14.80
1001	Twin Six, 1000 lbs...1920-22	Front	15.20
1002	Twin Six...1920-22	Rear	21.60
1003	Single 6...1920-22	Front	14.00
1004	Single 6, T. Car, Roadster, Coupe...1920-22	Rear	16.80
1005	Single 6, Bro., Sdn...1920-22	Rear	17.60

PAIGE

1025	6-46...1916-18	Front	9.30
1026	6-46...1915-18	Rear	17.40
1027	6-39, 6-38...1916-19	Front	8.40
1028	6-39, 6-36, 6-38...1915-19	Rear	12.60
1029	6-42, Light Six, 6-44...1920-22	Front	10.20
1030	6-42, Light Six, 6-44...1920-22	Rear	21.00
1031	6-51, 6-55...1917-20	Front	11.70
1032	6-51, 6-55...1917-20	Rear	21.60
1033	6-66...1921-22	Front	12.00
1034	6-66, Lakewood, T. C...1921-22	Rear	24.00

PATERSON

1050	6-46...1919	Front	9.30
1051	6-46, Touring Car...1919	Rear	16.20
1052	6-46, Roadster...1919	Rear	14.70
1053	6-47, 8 Leaf...1919-20	Front	9.30
1054	6-47, T. C., 21"...1919-20	Rear	15.90
1055	6-47, Roadster...1919-20	Rear	13.20
1056	6-47, 6-50...1920-21	Front	10.50
1057	6-47, 21", 6-50...1920-21	Rear	21.30



GIBSON SPRINGS

PEERLESS

Stock No.	Model	Location	Price
1061	56, 9 Leaf.....1916-17	Front	\$8.40
1062	56.....1916-22	Rear Side	12.30
1063	56.....1916-22	Rear Cross	10.50
1064	56, 10 Leaf.....1918-22	Front	9.30
1065	56.....1916-22	Rear Side	13.50

PILOT

1080	6-45.....1916-21	Front	8.40
1081	6-45.....1916-21	Rear (Cant.)	19.80

PREMIER

1089	6, B, C, D.....1917-22	Front	12.00
1090	6, C, B.....1917-18-19	Rear	21.00
1091	6, D.....1920-22	Rear	23.40

REO

1114	Sixth.....1915-19	Front	10.50
1115	Sixth.....1915-19	Rear	18.30
1116	T, 6 Cyl.....1920-22	Front	8.40
1117	T, 6 Cyl.....1918-21	Rear	16.20
1119	6 Cyl., T., late.....1921-22	Rear	16.80

SAXON

1200	4 Cyl.....1915-19	Front	3.60
1201	4 Cyl.....1915-19	Rear	3.90
1202	6 Cyl.....1915-19	Front	8.70
1203	6 Cyl., Touring Car.....1915-16	Rear	10.20
1204	6 Cyl., Roadster.....1915-16	Rear	9.30
1205	6 Cyl., Tour. Car.....1917-18-19	Rear	15.90
1206	4 Cyl., Touring Car.....1920-22	Front	5.40
1207	4 Cyl., Duplex.....1920-22	Rear	10.20
1208	4 Cyl., Duplex.....1920-22	Rear	12.00

SCRIPPS-BOOTH

1225	C.....1915-16-17	Front	4.50
1226	C.....1916-17	Rear	7.20
1227	D, 8 Cyl.....1917-18	Front	5.70
1228	D, 8 Cyl.....1917-18	Rear	8.40
1229	6-39, 40, 41, 42.....1918-19	Front	6.00
1230	6-39, 40, 41, 42.....1918-19	Rear	9.60
1231	B-39, 40, 41, 42.....1920-21	Front	6.90
1232	B-39, 40, 41, 42, F-43, 44.....1920-22	Rear	15.00
1233	C, Roadster.....1915-16-17	Rear	6.60
1234	G.....1917-18-19	Front	5.70
1235	G.....1917-18-19	Rear	7.80
1236	F-43, 44, 45, 46.....1922	Front	7.80

STEARNS

1270	SKL-4, SK-8, Roll Pt. 1915-16-17	Front	9.90
1271	SKL-4, Limousine.....1915-18	Rear (Cant.)	21.60
1272	SKL-4, 5 Passenger.....1915-18	Rear (Cant.)	19.50
1273	SKL, SK-8, Dia. Pt. 1917-18	Front	10.80
1274	SK-8, Limousine.....1915-18	Rear (Cant.)	21.90
1275	SK-8, 7 Passenger.....1915-18	Rear (Cant.)	19.50
1276	SKL-4.....1919-21	Front	10.50

STEARNS—Continued

Stock No.	Model	Location	Price
1277	SKL-4, 4 and 5 Pas.....1919-21	Rear (Cant.)	\$16.80
1278	SKL-4, 7 Pas.....1919-21	Rear (Cant.)	20.10
1279	SKL-4, Limousine.....1919-21	Rear (Cant.)	22.50
1280	SKL-4, 3 Pass. and Cab.....1919-21	Rear (Cant.)	16.80
1281	SKL-4, Coupe.....1919-21	Rear (Cant.)	16.80

STEPHENS

1290	74, 75, 82, 83, 84, 85, 86.....1918-22	Front	10.50
1291	86, 6 Pass., 83, Coupe, 85 Sedan, 96, 96-A.....	Rear	16.80
1292	84, 4 Pass. T. C.....1920-22	Rear	16.20
1293	82, 2 Pass. Roadster.....1920-22	Rear	14.70
1294	74, 75, Touring Car.....1918	Rear	16.50
1295	Sedan.....1922	Rear	16.80

STUDEBAKER

1304	6 Cyl. and 4 Cyl.....1916-17-18	Front	8.40
1307	4 Cyl., Tour. Car.....1916-17-18	Rear	12.00
1308	6 Cyl., Tour. Car.....1916-17-18	Rear	13.50
1309	SH-4, Series 19.....1918-19	Front	7.20
1310	EH-6, Series 19.....1918-19	Front	9.00
1311	Series 19, Light Six T. C.....1918-20	Rear	14.70
1312	Ser. 19, Big Six T. C.....1918-19	Rear	15.60
1317	EG-6, Series 19.....1918-19	Front	10.20
1318	SH-4, Series 19.....1918-19	Rear	11.40
1319	EJ 6, Light 6.....1920-22	Front	8.40
1320	EJ 6, Light 6, T. C.....1920-22	Rear	10.50
1321	EJ 6, Light 6, Sedan.....1920-22	Rear	11.40
1322	Sp. 6, T.C., Rstr. Cpe.....1921-22	Rear	14.70
1323	Big 6, T.C. Sp. 6 Sdn.....1921-22	Rear	15.60

STUTZ

1350	T. C. and Rdstr.....1918-19-20	Front	9.30
1351	T. C. and Rdstr.....1918-19-20	Rear	15.30
1352	K, T. Car, Roadster.....1921	Front	9.30
1353	K, T. Car, Roadster.....1921	Rear	15.60
1354	K, Touring Car.....1921	Rear	17.10

TEMLAR

1400	4-45, Touring Car.....1918-22	Front	7.80
1401	4-45, Touring Car.....1918-22	Rear	13.80
1402	4-45, Sedan, Limo.....1918-22	Front	8.70
1403	4-45, Sedan, Limo.....1918-22	Rear	14.70

VELIE

1502	22, 28, 38.....1916-19	Front	9.60
1503	22, 28, 38.....1916-19	Rear	10.80
1504	34.....1920-22	Front	6.30
1505	34, T. C., Rdstr., Spdstr.....1920	Rear	11.40
1506	34, Sedan, Coupe.....1920	Rear	12.60
1507	48.....1920-22	Rear	10.20
1508	48.....1920-22	Rear	10.80
1509	48, Sedan.....1920	Rear	12.60
1510	48, 5 Passenger.....1921-22	Rear	15.30
1511	48, 7 Passenger.....1921-22	Rear	16.80
1512	58.....1922	Front	6.30
1513	58, Touring Car.....1922	Rear	11.40



GIBSON SPRINGS

WESTCOTT

Stock No.	Model	Location	Price
1600	17	1917 Front	\$7.80
1601	17	1917 Rear	20.40
1602	42-52	1916 Front	8.40
1603	42-52	1916 Rear	20.40
1604	41-51	1916 Front	7.50
1605	41-51	1916 Rear	20.70
1608	C-38, Light Six	1919-22 Front	8.70
1609	C-38, Light Six	1919-22 Rear	13.80
1610	A-48, Big Six	1919-22 Front	8.10
1611	A-48, Big Six	1919-22 Rear	17.70
1612	A-48, Big Six Sedan	1919-22 Rear	20.10

WILLS SAINT CLAIRE

1630	A-68, A	1921-22 Front	9.60
1631	A-68, A	1921-22 Rear	14.80

WILLYS-KNIGHT

945	20, 20-A	1920-22 Front	7.50
946	20, 20-A	1920-22 Rear	13.20
948	84, Willys-Knight	1915-16 Front	7.50
949	84B, Willys-Knight	1916-17 Front	8.10
952	84, Willys-Knight	1915-16 Rear	11.40

WILLYS-KNIGHT—Continued

Stock No.	Model	Location	Price
953	84B, Willys-Knight 1916-17	Rear	\$12.00
937	88-4, 88-8, all types	1917-19 Front	10.50
938	88-4, 88-8, T. C.	1917-19 Rear	19.80
939	88-4, 88-8, Lim., Sdn.	1917-19 Rear	22.20

WINTON

1650	25, 25A	1919-21 Front	12.00
1651	25A, 4 Pass.	1919-21 Rear	19.20
1652	25A, Touring Car	1919-21 Rear	20.10
1653	25A, Sedan	1919-21 Rear	21.60

YELLOW CAB

1700	K	Front	10.80
1701	K	Rear	20.80
1702	L	Front	12.80
1703	L	Rear	23.20

Each leaf lubricated with the best graphite to prevent rust from water and moisture, and insures easy play at ends, eliminating friction or creak. Finished in the best black Japan paint, ready to attach to car.

MOTOR TRUCK SPRINGS

You will note that many models of truck springs have been listed in both Carbon and Vanadium Alloy. Vanadium Alloy meets the growing and insistent demands for springs which combine the maximum degree of flexibility with the greatest strength, and treated scientifically as our processes permit, the life of the Vanadium spring is five to eight times that of any Carbon spring, and even though at a greater cost, their economy is proven by their excellence in performance.

We are in a position to furnish promptly truck springs listed, and any order for any quantity will receive our most careful and punctual attention.

ACME TRUCK—(Carbon)

Stock No.	Model	Location	Price
2000	1 Ton, B	Front	\$11.40
2001	1 Ton, B	Rear	25.50
2002	2 Ton, A	Front	16.20
2003	2 Ton, A	Rear	40.50
2004	3½ and 4 Ton, C & D	Front	24.00
2005	3½ Ton, C	Rear	57.30
2006	4 Ton, D	Rear	74.10

ACME TRUCK—(Alloy)

2010	1 Ton, B	Front	15.20
2011	1 Ton, B	Rear	34.00
2012	2 Ton, A	Front	21.60
2013	2 Ton, A	Rear	54.00
2014	3½ and 4 Ton, C & D	Front	32.00
2015	3½ Ton, C	Rear	76.40
2016	4 Ton, D	Rear	98.80

ARMLER TRUCK—(Carbon)

2025	20, 1 Ton	Front	13.50
2026	20, 1 Ton	Rear	30.90
2027	H & W, 2 Ton	Front	13.80
2028	H & W, 2 Ton	Rear	34.80
2029	50, 2½ Ton	Front	18.00
2030	50, 2½ Ton	Rear	41.40
2031	K & W, 3½ Ton	Front	22.50
2032	K & W, 3½ Ton	Rear	51.00

ARMLER TRUCK—(Alloy)

2035	20, 1 Ton	Front	18.00
2036	20, 1 Ton	Rear	41.20
2037	H & W, 2 Ton	Front	18.40
2038	H & W, 2 Ton	Rear	46.40
2039	50, 2½ Ton	Front	24.00
2040	50, 2½ Ton	Rear	55.20
2041	K & W, 3½ Ton	Front	30.00
2042	K & W, 3½ Ton	Rear	68.00

AUTOCAR TRUCK—(Carbon)

Stock No.	Model	Location	Price
2050	1½ and 2 Ton	Front	\$15.60
2051	1½ Ton	Rear Side	28.20
2052	1½ Ton	Rear Cross	18.90
2053	2 Ton	Rear Side	30.00
2054	2 Ton	Rear Cross	21.60

AUTOCAR TRUCK—(Alloy)

2060	1½ and 2 Ton	Front	20.80
2061	1½ Ton	Rear Side	37.60
2062	1½ Ton	Rear Cross	25.20
2063	2 Ton	Rear Side	40.00
2064	2 Ton	Rear Cross	28.80

BETHLEHEM TRUCK—(Carbon)

2070	K, 3 Ton	Front	9.00
2071	K, 3 Ton	Rear	19.80
2072	G, 1½ Ton	Front	15.60
2073	G, 1½ Ton	Rear	29.40
2074	H, 2½ Ton	Front	17.70
2075	H, 2½ Ton	Rear	40.20
2076	J, 4 Ton	Front	21.90
2077	J, 4 Ton	Rear	58.50

BETHLEHEM TRUCK—(Alloy)

2080	K, 3 Ton	Front	12.00
2081	K, 3 Ton	Rear	26.40
2082	G, 1½ Ton	Front	20.80
2083	G, 1½ Ton	Rear	39.20
2084	H, 2½ Ton	Front	23.60
2085	H, 2½ Ton	Rear	53.60
2086	J, 4 Ton	Front	29.20
2087	J, 4 Ton	Rear	78.00



GIBSON SPRINGS

CHEVROLET TRUCK—(Carbon)

Stock No.	Model	Location	Price
2090	4-90, Light Delivery.....	Front (3 C.)	\$6.30
2091	4-90, Light Delivery.....	Rear (3 C.)	8.70
2092	T, 1 Ton.....	Front	12.00
2093	T, 1 Ton.....	Rear	30.90
2094	4-90, L. D.....	1920-21 Front	5.70
2095	4-90, L. D.....	1920-22 Rear	9.00

COMMERCE TRUCK—(Carbon)

2130	T, 3-1½ Ton.....	Front	10.50
2131	T, 3-1½ Ton.....	Rear	27.30
2132	1000 lbs.....	Front	6.30
2133	1000 lbs.....	Rear	9.60
2134	E, EP, 12, 16.....	Front	10.50
2135	E, 12.....	Rear	27.30
2136	EP, 1½ Ton.....	Rear	30.60
2137	16, 2 Ton.....	Rear	33.60

DEARBORN TRUCK—(Carbon)

2140	A, 1 Ton, 9 Leaf.....	Front	6.90
2141	A, 1 Ton.....	Rear	14.70
2142	F, 1½ Ton, 9 Leaf.....	Front	6.90
2143	F, 1½ Ton.....	Rear	18.00
2144	B, 2 Ton, 10 Leaf.....	Front	7.80
2145	B, 2 Ton.....	Rear	28.80
2146	Auxiliary, 2 Ton.....	Rear Cross	9.60

DIAMOND T TRUCK—(Carbon)

2150	J-5, 1 Ton.....	Front	9.90
2151	J-5, 1 Ton.....	Rear	24.00
2152	T & FS, 1½ Ton.....	Front	13.50
2153	T & FS, 1½ Ton.....	Rear	28.80
2154	U, 2 Ton.....	Front	15.60
2155	U, 2 Ton.....	Rear	34.80
2156	Y, 2½ Ton.....	Front	18.00
2157	Y, 2½ Ton.....	Rear	46.50
2158	LB & K, 3½ Ton.....	Front	24.60
2159	LB & K, 3½ Ton, 15 Leaf.....	Rear	57.00
2160	EL-R-S, 5 Ton.....	Front	27.00
2161	EL-R-S, 5 Ton, 14 Leaf.....	Rear	73.80

DIAMOND T TRUCK—(Alloy)

2165	J-5, 1 Ton.....	Front	13.20
2166	J-5, 1 Ton.....	Rear	32.00
2167	T-FS, 1½ Ton.....	Front	18.00
2168	T-FS, 1½ Ton.....	Rear	38.40
2169	U, 2 Ton.....	Front	20.80
2170	U, 2 Ton.....	Rear	46.40
2171	Y, 2½ Ton.....	Front	24.00
2172	Y, 2½ Ton.....	Rear	62.00
2173	LB-K, 3½ Ton.....	Front	32.80
2174	LB-K, 3½ Ton, 15 Leaf.....	Rear	76.00
2175	EL-R-S, 5 Ton.....	Front	36.00
2176	EL-R-S, 5 Ton.....	Rear	98.40

DODGE COMMERCIAL TRUCK—(Carbon)

2180	Commercial.....	1915-22 Front	6.60
2181	Commercial.....	1915-22 Lower Rear	10.80
2182	Commercial.....	1915-22 Upper Rear	4.20

DODGE COMMERCIAL TRUCK—(Alloy)

2185	Commercial.....	1915-22 Front	8.80
2186	Commercial.....	1915-22 Lower Rear	14.40
2187	Commercial.....	1915-22 Upper Rear	5.60

DUPLEX TRUCK—(Carbon)

Stock No.	Model	Location	Price
2190	E, 3½ Ton.....	Front	\$20.70
2191	E, 3½ Ton.....	Rear	27.00
2192	A, Lim., 1½ Ton.....	Front	13.80
2193	A, Lim., 1½ Ton.....	Rear	24.90

FEDERAL TRUCK—(Carbon)

2200	SD, 1 Ton.....	Front	11.10
2201	SD, 1 Ton.....	Rear	21.00
2202	TD, TE, UD, UE, 1½ and 2 Ton (8 Leaf).....	Front	12.60
2203	TD, TE, UD, UE, 1½ and 2 Ton (9 Leaf).....	Front	14.10
2204	TD, TE, 1½ Ton.....	Rear	30.00
2205	UD, UE, 2 Ton, 11 Leaf.....	Rear	35.40
2206	UD, UE, 2 Ton, 13 Leaf.....	Rear	40.80
2207	UF, 2½ Ton.....	Front	17.10
2208	UF, 2½ Ton.....	Rear	45.00
2209	WC, WD, WE, XC, XD, 3½ and 5 Ton, 8 Leaf.....	Front	21.00
2210	WC, WD, WE, 3½ Ton, 11 Leaf.....	Rear	46.50
2211	WC, WD, WE, 3½ Ton, 12 Leaf.....	Rear	51.00
2212	XC, XD, 5 Ton, 9 Leaf.....	Front	23.40
2213	XC, XD, 5 Ton.....	Rear	68.10
2214	Signal Corps, 3½ Ton.....	Front	22.50
2215	Signal Corps, 3½ Ton.....	Rear	51.00

FEDERAL TRUCK—(Alloy)

2220	SD, 1 Ton.....	Front	14.80
2221	SD, 1 Ton.....	Rear	28.00
2222	TD, TE, UD, UE, 1½ and 2 Ton, 8 Leaf.....	Front	16.80
2223	TD, TE, UD, UE, 1½ and 2 Ton, 9 Leaf.....	Front	18.80
2224	TD, TE, 1½ Ton.....	Rear	40.00
2225	UD, UE, 2 Ton, 11 Leaf.....	Rear	47.20
2226	UD, UE, 2 Ton, 13 Leaf.....	Rear	54.40
2227	UF, 2½ Ton.....	Front	22.80
2228	UF, 2½ Ton.....	Rear	60.00
2229	WC, WD, WE, XC, XD, 3½ and 5 Ton, 8 Leaf.....	Front	28.00
2230	WC, WD, WE, 3½ Ton, 11 Leaf.....	Rear	62.00
2231	WC, WD, WE, 3½ Ton, 12 Leaf.....	Rear	68.00
2232	XC, XD, 5 Ton, 9 Leaf.....	Front	31.20
2233	XC, XD, 5 Ton.....	Rear	90.80
2234	Signal Corps, 3½ Ton.....	Front	30.00
2235	Signal Corps, 3½ Ton.....	Rear	68.00

FOUR WHEEL DRIVE TRUCK—(Carbon)

2240	3 Ton.....	Front	22.20
2241	3 Ton.....	Rear Side	21.30
2242	3 Ton.....	Rear Cross	28.20

FOUR WHEEL DRIVE TRUCK—(Alloy)

2245	3 Ton.....	Front	29.60
2246	3 Ton.....	Rear Side	28.40
2247	3 Ton.....	Rear Cross	37.60



GIBSON SPRINGS

G. M. C. TRUCK—(Carbon)

Stock No.	Model	Location	Price
2250	16, 3 and 1 Ton.....	Front	\$10.80
2251	16, 3 and 1 Ton.....	Rear	27.30
2252	31, 1 1/2 Ton.....	Front	12.60
2253	31, 1 1/2 Ton.....	Rear	34.50
2254	41, 2 Ton.....	Front	13.50
2255	41, 2 Ton.....	Rear	42.00
2256	71A, 101A, 3 1/2 and 5 Ton...	Front	25.20
2257	71A, 3 1/2 Ton.....	Rear	56.40
2258	101A, 5 Ton.....	Rear	73.80
2259	K-15, K-16, 3 and 1 Ton...	Front	11.70

GARFORD TRUCK—(Carbon)

2265	25, 25B, 1 1/2 Ton, 8 Leaf....	Front	12.60
2266	25, 25B, 1 1/2 Ton, 8 Leaf....	Rear	22.20
2267	25, 25B, 1 1/2 Ton, 11 Leaf....	Rear	27.60
2268	75B, 75C, 1 Ton.....	Front	12.60
2269	75B, 75C, 1 Ton.....	Rear	22.20
2270	66, 66B, 1 1/2 Ton, 8 Leaf....	Front	12.60
2271	66, 66B, 70B, 70H.....	Rear	27.60
2272	70, 2 Ton.....	Front	12.60
2273	70, 2 Ton.....	Rear	32.40
2274	70, 2 Ton.....	Front	14.70
2275	70B, 70H, 2 Ton, 9 Leaf....	Front	14.70

GRAMM-BERNSTEIN TRUCK—(Carbon)

2285	10, 1 Ton.....	Front	13.80
2286	10, 1 Ton.....	Rear	19.50
2287	20, 2 Ton.....	1919-20 Front	15.90
2288	20, 2 Ton.....	1919-20 Rear	33.00
2289	35, 3 1/2 Ton (10 Leaf) 1919-20	Front	26.70
2290	35, 3 1/2 Ton (15 Leaf) 1919-20	Rear	79.80
2291	25, 2 1/2 Ton.....	1919-20 Front	21.90
2292	25, 2 1/2 Ton.....	1919-20 Rear	47.40

Specify whether banded or center bolt type. If banded, add \$3.00 net per spring.

GRAMM-BERNSTEIN TRUCK—(Alloy)

2300	10, 1 Ton.....	Front	18.40
2301	10, 1 Ton.....	Rear	26.00
2302	20, 2 Ton.....	Front	21.20
2303	20, 2 Ton.....	Rear	44.00
2304	35, 3 1/2 Ton (10 Leaf) 1919-20	Front	35.60
2305	35, 3 1/2 Ton (15 Leaf) 1919-20	Rear	106.40
2306	25, 2 1/2 Ton.....	Front	29.20
2307	25, 2 1/2 Ton.....	Rear	63.20

Specify whether banded or center bolt type. If banded, add \$3.00 net per spring.

INDIANA TRUCK—(Carbon)

2310	T, 1 Ton.....	Front	12.00
2311	T, 1 Ton.....	Rear	25.20
2312	D, 2 Ton.....	Front	16.20
2313	D, 2 Ton.....	Rear	41.40
2314	R, 3 1/2 Ton.....	Front	19.20
2315	R, 3 1/2 Ton.....	Rear	45.00
2316	L, 5 Ton.....	Front	24.60
2317	L, 5 Ton.....	Rear	61.80
2318	25, 2 1/2 Ton.....	Rear	46.50

INDIANA TRUCK—(Alloy)

2320	T, 1 Ton.....	Front	16.00
2321	T, 1 Ton.....	Rear	33.60
2322	D, 2 Ton.....	Front	21.60
2323	D, 2 Ton.....	Rear	55.20
2324	R, 3 1/2 Ton.....	Front	25.60
2325	R, 3 1/2 Ton.....	Rear	60.00
2326	L, 5 Ton.....	Front	32.80

INDIANA TRUCK—(Alloy)—Continued

Stock No.	Model	Location	Price
2327	L, 5 Ton.....	Rear	\$82.40
2328	25, 2 1/2 Ton.....	Rear	62.00

INTERNATIONAL HARVESTER TRUCK—(Carbon)

2340	H, 3 Ton.....	Front	13.80
2341	H, 3 Ton.....	Rear	24.90
2342	F, 1 Ton; K, 1 1/2 Ton.....	Front	13.80
2343	F, 1 Ton.....	Rear	29.40
2344	K, 1 1/2 Ton.....	Rear	39.30
2345	G, 2 Ton.....	Front	17.40
2346	G, 2 Ton.....	Rear	48.00
2347	L, 3 1/2 Ton.....	Front	24.30
2348	L, 3 1/2 Ton.....	Rear	65.40

MACK INTERNATIONAL TRUCK—(Carbon)

2350	AB, 1 1/2 and 2 Ton.....	Front	16.50
2351	AB, 1 1/2 Ton.....	Rear	28.50
2352	AB, 1 1/2 Ton.....	Rear Double Reduction	36.30
2353	AB, 2 Ton.....	Rear	34.50
2354	AB, 2 Ton.....	Rear Double Reduction	40.80
2355	AB, 2 1/2 Ton.....	Rear Double Reduction	45.30
2356	AB, 2 1/2 Ton.....	Rear Tract'r	39.60
2357	AC, 3 1/2 Ton.....	Front	33.30
2358	AC, 3 1/2 Ton.....	Rear	45.30
2359	AC, 5 1/2 Ton.....	Rear	58.50
2360	AC, 7 1/2 Ton.....	Rear	73.50
2361	AC, 7 1/2 Ton, Dump.....	Rear	70.50

MACK INTERNATIONAL TRUCK—(Alloy)

2370	AB, 1 1/2 and 2 Ton.....	Front	22.00
2371	AB, 1 1/2 Ton.....	Rear	38.00
2372	AB, 1 1/2 Ton.....	Rear Double Reduction	48.00
2373	AB, 2 Ton.....	Rear	46.00
2374	AB, 2 Ton.....	Rear Double Reduction	54.40
2375	AB, 2 1/2 Ton.....	Rear Double Reduction	60.40
2376	AB, 2 1/2 Ton.....	Rear Tract'r	52.80
2377	AC, 3 1/2 Ton.....	Front	44.40
2378	AC, 3 1/2 Ton.....	Rear	60.40
2379	AC, 5 1/2 Ton.....	Rear	78.00
2380	AC, 7 1/2 Ton.....	Rear	98.00
2381	AC, 7 1/2 Ton, Dump.....	Rear	94.00

KELLY-SPRINGFIELD TRUCK—(Carbon)

2390	K-30, K-32, 1 Ton.....	Front	14.70
2391	K-30, K-31, 1 and 1 1/2 Ton..	Rear	24.00
2392	K-32, 1 1/2 Ton.....	Front	15.60
2393	K-32, 1 1/2 Ton.....	Rear	27.60
2394	K-35, K-36, 2 and 2 1/2 Ton..	Front	17.40
2395	K-35, 2 Ton.....	R. Rear	30.60
2396	K-35, 2 Ton.....	L. Rear	26.10
2397	K-36, 2 1/2 Ton.....	Rear	34.20
2398	3, 3 1/2, 4 and 5 Ton.....	Front	30.60
2399	K-40, K-45, 3 1/2 and 4 Ton..	L. Rear	60.60
2400	K-40, K-45, 3 1/2 and 4 Ton..	R. Rear	65.10
2401	K-40, 3 1/2 Ton, 150" WB....	L. Rear	50.40
2402	K-40, 3 1/2 Ton, 150" WB....	R. Rear	55.80
2403	K-41, K-42, 3 1/2 Ton.....	Front	29.10
2404	K-41, K-42, 3 1/2 Ton.....	Rear	65.70



GIBSON SPRINGS

KELLY-SPRINGFIELD TRUCK—(Alloy)

Stock No.	Model	Location	Price
2410	K-30, K-32, 1 Ton.....	Front	\$19.60
2411	K-30, K-31, 1 and 1½ Ton...	Rear	32.00
2412	K-32, 1½ Ton.....	Front	20.80
2413	K-32, 1½ Ton.....	Rear	36.80
2414	K-35, K-36, 2 and 2½ Ton....	Front	23.20
2415	K-35, 2 Ton.....	R. Rear	40.80
2416	K-35, 2 Ton.....	L. Rear	34.80
2417	K-36, 2½ Ton.....	Rear	45.60
2418	3, 3½, 4 and 5 Ton.....	Front	40.80
2419	K-40, K-45, 3½ and 4 Ton..	L. Rear	80.80
2420	K-20, K-45, 3½ and 4 Ton..	R. Rear	86.80
2421	K-40, 3½ Ton, 150" WB....	L. Rear	67.20
2422	K-40, 3½ Ton, 150" WB....	R. Rear	74.40
2423	K-41, K-42, 3½ Ton.....	Front	39.20
2424	K-41, K-42, 3½ Ton.....	Rear	87.60

KISSEL TRUCK—(Carbon)

2430	General Delivery, ¾ Ton....	Front	9.30
2431	General Delivery, ¾ Ton....	Rear	21.00
2432	General Utility, 1½ Ton....	Front	14.10
2433	General Utility, 1½ Ton....	Rear, Band.	27.00
2434	Freighter, 2 Ton.....	Front	14.10
2435	Freighter, 2 Ton.....	Rear, Band.	36.00
2436	Heavy Duty, 3½ Ton.....	Front	37.50
2437	Heavy Duty, 3½ Ton.....	Rear Band.	75.00

Banded Springs, \$2.50 net extra.

KISSEL TRUCK—(Alloy)

2440	General Delivery, ¾ Ton....	Front	12.40
2441	General Delivery, ¾ Ton....	Rear	28.00
2442	General Utility, 1½ Ton....	Front	18.80
2443	General Utility, 1½ Ton....	Rear, Band.	36.00
2444	Freighter, 2 Ton.....	Front	18.80
2445	Freighter, 2 Ton.....	Rear, Band.	48.00
2446	Heavy Duty, 3½ Ton.....	Front	50.00
2447	Heavy Duty, 3½ Ton.....	Rear, Band.	100.00

Banded Springs, \$2.50 net extra.

MASTER TRUCK—(Carbon)

2450	2½ Ton, Banded.....	Front	22.50
2451	2½ Ton, Banded.....	Rear	52.50
2452	3½ Ton, Banded.....	Front	27.00
2453	3½ Ton, Banded.....	Rear	84.00
2454	5 Ton, Banded.....	Front	31.00
2455	5 Ton, Banded.....	Rear	85.20

Banded Springs, \$2.50 net extra.

MASTER TRUCK—(Alloy)

2460	2½ Ton, Banded.....	Front	30.00
2461	2½ Ton, Banded.....	Rear	70.00
2462	3½ Ton, Banded.....	Front	36.00
2463	3½ Ton, Banded.....	Rear	112.00
2464	5 Ton, Banded.....	Front	41.60
2465	5 Ton, Banded.....	Rear	113.60

Banded Springs, \$2.50 net extra.

MAXWELL TRUCK—(Carbon)

2470	1 and 1½ Ton.....1917-20	Front	11.10
2471	1 Ton, 11 Leaf.....1917-20	Rear	24.60
2472	1½ Ton, 12 Leaf.....1920	Rear	25.50

NASH TRUCK—(Carbon)

2480	2017-3017, 1 and 2 Ton, 8 Leaf.....	Front	10.50
2481	2018-3018, 1 and 2 Ton, 10 Leaf.....	Front	14.40

NASH TRUCK—(Carbon)—Continued

Stock No.	Model	Location	Price
2482	2018-3018, 1 and 2 Ton, 12 Leaf.....	Front	\$16.20
2483	2017-2018, 1 Ton, 11 Leaf..	Rear	27.00
2484	3017-3018, 2 Ton, 11 Leaf..	Rear	34.50

NASH TRUCK—(Alloy)

2490	2017-3017, 1 and 2 Ton, 8 Leaf.....	Front	14.00
2491	2018-3018, 1 and 2 Ton, 10 Leaf.....	Front	19.20
2492	2018-3018, 1 and 2 Ton, 12 Leaf.....	Front	21.60
2493	2017-2018, 1 Ton, 11 Leaf..	Rear	36.00
2494	3017-3018, 2 Ton, 11 Leaf..	Rear	46.00
2495	Quad, 2 Ton.....	Front	31.60
2496	Quad, 2 Ton.....	Rear	33.20
2497	Quad, Main Leaf.....	Front	10.80
2498	Quad, Main Leaf.....	Rear	12.60

OLD HICKORY TRUCKS

2505	¾ Ton.....	Front	6.00
2506	¾ Ton.....	L. R.	8.40
2507	1 Ton.....	Front	15.00
2508	1 Ton.....	Rear	30.00

OLDSMOBILE TRUCK—(Carbon)

2510	Economy, ¾ Ton, 7 Leaf....	Front	8.70
2511	Economy, ¾ Ton, 10 Leaf....	Rear	21.60
2512	Economy, ¾ Ton, 8 Leaf....	Front	9.60
2513	Economy, ¾ Ton, 11 Leaf....	Rear	23.10
2514	Economy, ¾ Ton, 9 Leaf....	Front	10.50
2515	Economy, ¾ Ton, 15 Leaf....	Rear	30.00

ONEIDA TRUCK—(Carbon)

2520	A-9, 1 and 1½ Ton.....	Front	12.90
2521	A-9, 1½ Ton.....	Rear	31.50
2522	A-9, 1 and 1½ Ton.....	Rear	27.30
2523	B-9, C-9, 1½ and 2½ Ton....	Front	16.20
2524	B-9, 1½ Ton.....	Rear	41.40
2525	C-9, 2½ Ton.....	Rear	47.10
2526	D-9, E-9, 3½ and 5 Ton.....	Front	28.20
2527	D-9, 3½ Ton.....	Rear	52.50
2528	E-9, 5 Ton.....	Rear	72.60

ONEIDA TRUCK—(Alloy)

2530	A-9, 1 and 1½ Ton.....	Front	17.20
2531	A-9, 1½ Ton.....	Rear	42.00
2532	A-9, 1 and 1½ Ton.....	Rear	36.40
2533	B-9, C-9, 1½ and 2½ Ton....	Front	21.60
2534	B-9, 1½ Ton.....	Rear	55.20
2535	C-9, 2½ Ton.....	Rear	62.80
2536	D-9, E-9, 3½ and 5 Ton.....	Front	37.60
2537	D-9, 3½ Ton.....	Rear	70.00
2538	E-9, 5 Ton.....	Rear	96.80

PACKARD TRUCK—(Carbon)

2540	2 Ton, Banded.....	Front	21.00
2541	2 Ton, Banded.....	Rear	24.00
2542	3 Ton, Banded and 4 Ton....	Front	22.50
2543	3 Ton, Banded.....	Rear	36.00
2544	3 Ton, Worm Drive, Banded.	Rear	40.50
2545	5 Ton, Banded and 6 Ton....	Front	27.00
2546	5 Ton, 12 Leaf, Banded....	Rear	57.00
2547	6 Ton, Worm Drive, Banded.	Rear	61.50

Banded Springs, \$2.50 net extra.



GIBSON SPRINGS

PACKARD TRUCK—(Carbon)—Continued

Stock No.	Model	Location	Price
3200	EC, 1, 1½, 2 Ton....1921-22	Front	\$24.00
3201	EC, 1, 1½, 2 Ton....1921-22	Rear	38.40
3202	ED, 3, 4 Ton....1921-22	Front	34.00
3203	ED, 3, 4 Ton....1921-22	Rear	60.00
3204	EF, 5, 6 Ton....1921-22	Front	38.00
3205	EF, 5, 6 Ton....1921-22	Rear	85.60

PACKARD TRUCK—(Alloy)

2550	2 Ton, Banded.....	Front	28.00
2551	2 Ton, Banded.....	Rear	32.00
2552	3 Ton, Banded and 4 Ton...	Front	30.00
2553	3 Ton, Banded.....	Rear	48.00
2554	3 Ton, Banded, Worm Drive.	Rear	54.00
2555	5 Ton, Banded and 6 Ton...	Front	36.00
2556	5 Ton, Banded, 12 Leaf....	Rear	76.00
2557	6 Ton, Banded, Worm Drive.	Rear	82.00

Banded Springs, \$2.50 net extra.

PIERCE-ARROW TRUCK—(Alloy)

2560	2 Ton.....	Front	22.00
2561	2 Ton.....	Rear	58.00
2562	5 Ton.....	Front	22.40
2563	5 Ton.....	Rear	65.60

REO TRUCK—(Carbon)

2570	Speedwagon, 3 Ton and 1½..	Front	10.50
2571	Speedwagon, 3 Ton and 1½..	Rear	13.50
2572	Speedwagon, Heavy, 10 Leaf	Front	11.10
2573	Speedwagon, Heavy, 10 Leaf	Rear	14.40
2574	J, 2 Ton.....	Front	16.20
2575	J, 2 Ton.....	Rear	21.60

REPUBLIC TRUCK—(Carbon)

2580	9, 3 Ton, 2", 8 Leaf.....	Front	9.00
2581	9, 3 Ton, 2", 8 Leaf.....	Rear	13.20
2582	10, 1 Ton.....	Front	10.80
2583	10, 1 Ton.....	Rear	24.90
2584	11X, 1½ Ton.....	Front	12.00
2585	11X, 1½ Ton.....	Rear	31.50
2586	12 and 19, 2 and 2½ Ton....	Front	14.40
2587	12, 2 Ton, 12 Leaf.....	Rear	39.00
2588	19, 2½ Ton, 13 Leaf.....	Rear	39.60
2589	20, 3½ Ton.....	Front	22.20
2590	20, 3½ Ton.....	Rear	54.90

REPUBLIC TRUCK—(Alloy)

2600	9, 3 Ton, 2", 8 Leaf.....	Front	12.00
2601	9, 3 Ton, 2", 8 Leaf.....	Rear	17.60
2602	10, 1 Ton.....	Front	14.40
2603	10, 1 Ton.....	Rear	33.20
2604	11X, 1½ Ton.....	Front	16.00
2605	11X, 1½ Ton.....	Rear	42.00
2606	12 and 19, 2 and 2½ Ton....	Front	19.20
2607	12, 2 Ton, 12 Leaf.....	Rear	52.00
2608	19, 2½ Ton, 13 Leaf.....	Rear	52.80
2609	20, 3½ Ton.....	Front	29.60
2610	20, 3½ Ton.....	Rear	73.20

SERVICE TRUCK—(Carbon)

2615	220, 1 Ton.....	Front	11.10
2616	220, 1 Ton, Banded.....	Rear	22.50
2617	230, 240, 1½ and 2 Ton, 8 Leaf.....	Front	15.90

SERVICE TRUCK—(Carbon)—Continued

2618	130, 140, 2 Ton, 10 Leaf...	Front	\$18.30
2619	230, 1½ Ton, 10 Leaf, Banded	Rear	30.00
2620	230, 1½ Ton, 12 Leaf, Banded	Rear	34.50
2621	41, 51, 2 and 2½ Ton.....	Front	18.60
2622	41, 2 Ton, 13 Leaf, Banded.	Rear	42.00
2623	270, 275, 300, 3½ and 5 Ton.	Front	30.00
2624	275, 3½ Ton.....	Rear	64.50
2625	300, 5 Ton.....	Rear	84.00

Banded Springs, \$2.50 net extra.

SERVICE TRUCK—(Alloy)

2627	220, 1 Ton.....	Front	14.80
2628	220, 1 Ton, Banded.....	Rear	30.00
2629	230, 240, 1½ and 2 Ton, 8 Leaf.....	Front	21.20
2630	130, 140, 2 Ton, 10 Leaf...	Front	24.40
2631	230, 1½ Ton, 10 Leaf, Banded	Rear	40.00
2632	230, 1½ Ton, 12 Leaf, Banded	Rear	46.00
2633	41, 51, 2 and 2½ Ton.....	Front	24.80
2634	41, 2 Ton, 13 Leaf, Banded.	Rear	56.00
2635	270, 275, 300, 3½ and 5 Ton.	Front	40.00
2636	275, 3½ Ton.....	Rear	86.00
2637	300, 5 Ton.....	Rear	112.00

Banded Springs, \$2.50 net extra.

SIGNAL TRUCK—(Carbon)

2640	F, H, J, 1½, 1½ and 2½ Ton.	Front	18.00
2641	F, 1½ Ton.....	Rear	35.10
2642	H, 1½ Ton.....	Rear	39.60
2643	J, 2½ Ton.....	Rear	46.20
2644	M, R, 3½, 5 and 7 Ton.....	Front	25.80
2645	M, 3½ Ton.....	Rear	66.30
2646	R, 5, 7 Ton.....	Rear	101.40

SMITH FORM-A-TRUCK—(Carbon)

2650	11 Leaf, 2".....	Rear	15.60
2651	12 Leaf, 2½".....	Rear	22.50
2652	6 Leaf, 2".....	Helper	6.30

STANDARD TRUCK—(Carbon)

2655	56, 1K, 1 Ton.....	Front	12.30
2656	56, 1K, 1 Ton.....	Rear	31.80
2657	70, 76, 2½ Ton.....	Front	14.10
2658	70, 76, 2½ Ton.....	Rear	37.50
2659	66, 66S, 3½ Ton.....	Front	24.30
2660	66, 66S, 3½ Ton.....	Rear	60.00

STERLING TRUCK—(Carbon)

2670	1½ and 2 Ton.....	Front	20.70
2671	1½ and 2 Ton.....	Rear	34.50
2672	2 Ton.....	Rear	38.40
2673	2½ Ton.....	Front	22.50
2674	2½ Ton, Banded.....	Rear	39.00
2675	2½ Ton, 12 Leaf.....	Rear	42.00
2676	2½ Ton, 13 Leaf.....	Rear	44.40
2677	3½ Ton.....	Front	23.40
2678	3½ Ton.....	Rear	53.40
2679	5 Ton.....	Front	28.50
2680	5 Ton.....	Rear	73.80
2681	7 Ton, 10 Leaf, Banded....	Front	28.80
2682	7 Ton, 12 Leaf.....	Front	33.00
2683	7 Ton, 14 Leaf, Banded....	Rear	85.50
2684	7 Ton, 15 Leaf.....	Rear	89.10

Banded Springs, \$2.50 net extra.



GIBSON SPRINGS

STERLING TRUCK—(Alloy)

Stock No.	Model	Location	Price
2690	1½ and 2 Ton.....	Front	\$27.60
2691	1½ Ton.....	Rear	46.00
2692	2 Ton.....	Rear	51.20
2693	2½ Ton.....	Front	30.00
2694	2½ Ton, Banded.....	Rear	52.00
2695	2½ Ton, 12 Leaf.....	Rear	56.00
2696	2½ Ton, 13 Leaf.....	Rear	59.20
2697	3½ Ton.....	Front	31.20
2698	3½ Ton.....	Rear	71.20
2699	5 Ton.....	Front	38.00
2700	5 Ton.....	Rear	98.40
2701	7 Ton, 10 Leaf, Banded.....	Front	38.40
2702	7 Ton, 12 Leaf.....	Front	44.00
2703	7 Ton, 14 Leaf, Banded.....	Rear	114.00
2704	7 Ton, 15 Leaf.....	Rear	118.80

Banded Springs, \$2.50 extra.

STEWART TRUCK—(Carbon)

2710	6, ¾ Ton.....	Front	9.30
2711	6, ¾ Ton.....	Rear	15.90
2712	8, 1 Ton.....	Front	12.00
2713	8, 1 Ton.....	Rear	26.10
2714	9, 1½ Ton.....	Front	15.60
2715	9, 1½ Ton.....	Rear	40.50
2716	7, 2 Ton.....	Front	18.00
2717	7, 2 Ton.....	Rear	48.00
2718	10, 3½ Ton.....	Front	22.50
2719	10, 3½ Ton.....	Rear	72.00
2720	11, ¾ Ton..... 1920-21	Front	9.60
2721	11, ¾ Ton.....	Rear	18.90
2722	14, ¾ Ton, 12, 1 Ton.....	Rear	23.70

TRAFFIC TRUCK—(Carbon)

2730	C, 2 Ton..... 1919-20	Front	11.10
2731	C, 2 Ton..... 1919	Rear	22.20
2732	C, 2 Ton..... 1920	Rear	25.50

TRANSPORT TRUCK—(Carbon)

2735	20, 1 Ton.....	Front	12.60
2736	20, 1 Ton.....	Rear	22.80
2737	30, 1½ Ton.....	Front	14.10
2738	30, 1½ Ton.....	Rear	35.40
2739	50, 2½ Ton.....	Front	15.60
2740	50, 2½ Ton.....	Rear	40.50

TRANSPORT TRUCK—(Alloy)

2741	20, 1 Ton.....	Front	16.80
2742	20, 1 Ton.....	Rear	30.40
2743	30, 1½ Ton.....	Front	18.80
2744	30, 1½ Ton.....	Rear	47.20
2745	50, 2½ Ton.....	Front	20.80
2746	50, 2½ Ton.....	Rear	54.00

VELIE TRUCK—(Carbon)

2750	23, 1 Ton.....	Front	9.00
2751	23, 1 Ton.....	Rear	18.90
2753	46, 2 Ton, 11 Leaf.....	Rear	36.60
2754	46, 2 Ton.....	Front	14.10
2755	26, 3 Ton.....	Front	17.40
2756	26, 3 Ton.....	Rear	48.60
2757	Signal Corps, 3 Ton.....	Front	24.00
2758	Signal Corps, 3 Ton.....	Rear	62.10
2759	25-A, 25-B, 1½, 2 Ton.....	Front	14.10
2760	25-A, 25-B, 1½, 2 Ton.....	Rear	34.50
2761	26-A, 26-B, 3½ Ton.....	Front	24.00
2762	26-A, 26-B, 3½ Ton.....	Rear	57.00

VIM TRUCK—(Carbon)

2770	18, 20, ½ Ton..... 1917-18-19	Front	58.40
2771	18, 20, ½ Ton..... 1917-18-19	Rear	12.30
2772	21, ½ Ton..... 1919-20	Front	10.80
2773	21, ½ Ton..... 1919-20	Rear	13.50

WALKER ELECTRIC TRUCK—(Carbon)

2780	M, ½ Ton.....	Front	7.50
2781	M, ½ Ton.....	Rear	15.30
2782	K, 1 Ton.....	Front	11.40
2783	K, 1 Ton.....	Rear	16.80
2784	L, 2 Ton.....	Front	15.00
2785	L, 2 Ton.....	Rear	33.60
2786	P-N, 3½ and 5 Ton.....	Front	33.00
2787	P, 3½ Ton.....	Rear	58.50
2788	N, 5 Ton.....	Rear	63.00

WHITE TRUCK—(Carbon)

2800	¾ Ton, 9 Leaf, ½" Eye.....	Front	11.40
2801	C, ¾ Ton, ¾" Eye.....	Front	12.00
2802	¾ Ton, Heavy, 11 Leaf.....	Rear	23.10
2803	1½ and 2 Ton, TBC.....	Front	16.50
2804	1½ Ton.....	Rear	29.40
2805	2 Ton, TBC.....	Rear	33.00
2806	3 Ton.....	Front	24.00
2807	3 Ton.....	Rear	48.90
2808	5 Ton.....	Front	28.80
2809	5 Ton.....	Rear	71.40

WHITE TRUCK—(Alloy)

2810	¾ Ton, 9 Leaf, ½" Eye.....	Front	15.20
2811	C, ¾ Ton, ¾" Eye.....	Front	16.00
2812	¾ Ton, Heavy, 11 Leaf.....	Rear	30.80
2813	1½ and 2 Ton, TBC.....	Front	22.00
2814	1½ Ton.....	Rear	39.20
2815	2 Ton, TBC.....	Rear	44.00
2816	3 Ton.....	Front	32.00
2817	3 Ton.....	Rear	65.20
2818	5 Ton.....	Front	38.40
2819	5 Ton.....	Rear	95.20
2820	20-45.....	Front	21.20

WICHITA TRUCK—(Carbon)

2830	K, 1 Ton.....	Front	16.20
2831	K, 1 Ton.....	Rear	27.00
2832	L, 1½ Ton.....	Front	16.20
2833	L, 1½ Ton.....	Rear	34.80
2834	M, 2 Ton.....	Front	16.20
2835	M, 2 Ton.....	Rear	40.50
2836	R, 2½ Ton.....	Front	19.20
2837	R, 2½ Ton.....	Rear	49.50
2838	O, 3½ Ton.....	Front	25.20
2839	O, 3½ Ton.....	Rear	57.00

WINTHER TRUCK—(Carbon)

2850	39, 1½ Ton.....	Front	18.90
2851	39, 1½ Ton.....	Rear	24.30
2852	450, 2½ Ton.....	Front	18.00
2853	450, 2½ Ton.....	Rear	30.00

We use nothing but the highest grade open hearth Carbon Spring Steel, as well as the best Alloy Steel, the latter specified where used in catalog.

All springs fully tested by the most exacting methods after assembly, with the Olson machine, which insures against defect in workmanship or materials.



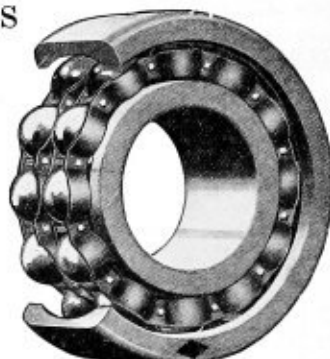
BALL BEARINGS



Maximum Silent Type Annular
Ball Bearings

(Single Row) 200, 300 and 400 Series

No. of Bearing	A Inside Diameter		B Outside Diameter		C Thickness Width		R Radius Inches	Balls		Price
	Inches	M/M	Inches	M/M	Inches	M/M		No.	Size	
200	0.2937	10	1.1811	30	0.3543	9	1/8"	8	1 1/4"	\$4.00
201	0.4724	12	1.2598	32	0.3937	10	1/8"	9	1 1/4"	4.25
202	0.5906	15	1.3780	35	0.4331	11	1/8"	10	1 1/4"	4.50
203	0.6693	17	1.5748	40	0.4724	12	1/8"	11	1 1/4"	5.00
204	0.7874	20	1.8504	47	0.5512	14	1/8"	10	1 1/2"	5.90
205	0.9843	25	2.0473	52	0.5906	15	1/8"	12	1 1/2"	7.25
206	1.1811	30	2.4410	62	0.6299	16	1/8"	15	1 1/2"	9.50
207	1.3780	35	2.8347	72	0.6693	17	1/8"	15	1 1/2"	11.00
208	1.5748	40	3.1496	80	0.7087	18	1/8"	14	1 3/4"	13.00
209	1.7717	45	3.3465	85	0.7480	19	1/8"	15	1 3/4"	14.25
210	1.9685	50	3.5433	90	0.7874	20	1/8"	16	1 3/4"	15.50
211	2.1654	55	3.9370	100	0.8268	21	1/8"	16	1 3/4"	17.50
212	2.3622	60	4.3307	110	0.8661	22	1/8"	16	1 3/4"	21.50
213	2.5591	65	4.7244	120	0.9055	23	1/8"	17	1 3/4"	27.50
214	2.7559	70	4.9213	125	0.9449	24	1/8"	16	1 3/4"	30.00
215	2.9528	75	5.1181	130	0.9843	25	1/8"	17	1 3/4"	33.00
216	3.1496	80	5.5118	140	1.0236	26	1/8"	17	1 3/4"	37.50
217	3.3465	85	5.9055	150	1.0624	28	1/8"	17	1 3/4"	43.00
218	3.5433	90	6.2992	160	1.1011	30	1/8"	17	1 3/4"	52.00
300	0.3937	10	1.3780	35	0.4331	11	1/8"	9	1 1/2"	5.00
301	0.4724	12	1.4567	37	0.4724	12	1/8"	7	1 1/2"	5.25
302	0.5906	15	1.6536	42	0.5118	13	1/8"	9	1 1/2"	5.75
303	0.6693	17	1.8504	47	0.5512	14	1/8"	8	1 1/2"	6.75
304	0.7874	20	2.0473	52	0.5906	15	1/8"	9	1 3/4"	8.50
305	0.9843	25	2.4410	62	0.6299	16	1/8"	10	1 3/4"	10.00
306	1.1811	30	2.8347	72	0.6693	17	1/8"	10	1 3/4"	12.50
307	1.3780	35	3.1496	80	0.7087	18	1/8"	12	1 3/4"	14.50
308	1.5748	40	3.5433	90	0.7480	19	1/8"	12	1 3/4"	16.50
309	1.7717	45	3.9370	100	0.7874	20	1/8"	12	1 3/4"	20.00
310	1.9685	50	4.3307	110	0.8268	21	1/8"	12	1 3/4"	24.00
311	2.1654	55	4.7244	120	0.8661	22	1/8"	11	1 3/4"	28.50
312	2.3622	60	5.1181	130	0.9055	23	1/8"	11	1 3/4"	35.00
313	2.5591	65	5.5118	140	0.9449	24	1/8"	12	1 3/4"	42.50
314	2.7559	70	5.9055	150	0.9843	25	1/8"	12	1 3/4"	50.00
315	2.9528	75	6.2992	160	1.0236	26	1/8"	13	1 3/4"	62.50
316	3.1496	80	6.6929	170	1.0624	28	1/8"	13	1 3/4"	72.00
317	3.3465	85	7.0866	180	1.1011	30	1/8"	13	1 3/4"	86.50
405	0.9843	25	3.1496	80	0.8268	21	1/8"	8	1 1/2"	14.50
406	1.1811	30	3.5433	90	0.8661	22	1/8"	9	1 1/2"	17.50
407	1.3780	35	3.9370	100	0.9055	23	1/8"	9	1 3/4"	21.00
408	1.5748	40	4.3307	110	0.9449	24	1/8"	10	1 3/4"	24.00
409	1.7717	45	4.7244	120	0.9843	25	1/8"	10	1 3/4"	29.50
410	1.9685	50	5.1181	130	1.0236	26	1/8"	10	1 3/4"	36.00
411	2.1654	55	5.5118	140	1.0624	28	1/8"	10	1 3/4"	43.00



Maximum Silent Type Annular
Ball Bearings

(Double Row) 200, 300 and 400 Series

No. of Bearing	A Inside Diameter		B Outside Diameter		C Thickness Width		*R Cham- fer Inches	Balls in Each Row		Price
	Inches	M/M	Inches	M/M	Inches	M/M		No.	Size	
204-D	0.7874	20	1.8504	47	1/8"	19.05	1/8"	10	1 1/4"	\$5.90
205-D	0.9843	25	2.0473	52	1/8"	19.05	1/8"	12	1 1/4"	7.25
206-D	1.1811	30	2.4410	62	1/8"	19.05	1/8"	15	1 1/4"	9.50
207-D	1.3780	35	2.8347	72	1/8"	22.22	1/8"	15	1 1/2"	11.00
208-D	1.5748	40	3.1496	80	1	25.40	1/8"	14	1 1/2"	13.00
209-D	1.7717	45	3.3465	85	1	25.40	1/8"	15	1 1/2"	14.25
210-D	1.9685	50	3.5433	90	1	25.40	1/8"	16	1 1/2"	15.50
211-D	2.1654	55	3.9370	100	1 1/4	30.16	1/8"	16	1 3/4"	17.50
304-D	0.7874	20	2.0473	52	1/8"	22.22	1/8"	9	1 3/4"	8.50
305-D	0.9843	25	2.4410	62	1	25.40	1/8"	10	1 3/4"	10.00
306-D	1.1811	30	2.8347	72	1 1/4	30.16	1/8"	10	1 3/4"	12.50
307-D	1.3780	35	3.1496	80	1 1/4	34.92	1/8"	12	1 3/4"	14.50
308-D	1.5748	40	3.5433	90	1 1/4	36.51	1/8"	12	1 3/4"	16.50
309-D	1.7717	45	3.9370	100	1 1/4	39.69	1/8"	12	1 3/4"	20.00
310-D	1.9685	50	4.3307	110	1 1/4	44.45	1/8"	12	1 3/4"	23.50
311-D	2.1654	55	4.7244	120	1 1/4	49.21	1/8"	11	1 3/4"	28.50
407-D	1.3780	35	3.9370	100	1 1/4	44.45	1/8"	9	1 3/4"	21.00
408-D	1.5748	40	4.3307	110	1 1/4	49.21	1/8"	9	1 3/4"	24.00
409-D	1.7717	45	4.7244	120	2 1/4	53.97	1/8"	10	1 3/4"	29.50
410-D	1.9685	50	5.1181	130	2 1/4	58.74	1/8"	10	1 3/4"	36.00

Tool Steel Balls



Per 100		Per 100	
No. 171, 1/8 inch.....	\$0.35	No. 1711, 1/2 inch.....	\$4.00
No. 172, 5/32 inch.....	.35	No. 1712, 9/16 inch.....	5.60
No. 173, 3/16 inch.....	.40	No. 1713, 5/8 inch.....	6.40
No. 174, 7/32 inch.....	.50	No. 1714, 11/16 inch.....	7.60
No. 175, 1/4 inch.....	.60	No. 1715, 3/4 inch.....	9.00
No. 176, 9/32 inch.....	.90	No. 1716, 13/16 inch.....	10.00
No. 177, 5/16 inch.....	1.20	No. 1717, 7/8 inch.....	13.00
No. 178, 11/32 inch.....	1.50	No. 1718, 15/16 inch.....	15.00
No. 179, 3/8 inch.....	1.50	No. 1719, 1 inch.....	18.00
No. 1710, 7/16 inch.....	2.70		

"Gibson Service" means that you can send us your order for anything listed in this Catalog and receive complete shipment promptly.



Gibson Axle Shafts, Drive Shafts and Pinion Shafts

Gibson Axle Shafts are made of high-grade carbon steel of S.A.E. specifications. Every shaft is rigidly inspected and then carefully oiled to prevent rusting.



Gibson Axle Shafts are carefully machined and will fit without alterations. The code number shown at the left of each listing is stamped on the center of each shaft.

Code	Pkg.	Car	Price	Code	Pkg.	Car	Price
4	12	Allen, 32-37-41, 1916-17-18-19	\$1.80	44	12	Cole 4-40, 8-50, 1915, Right	86.30
5	12	Allen, 1920-21	6.00	45	12	Cole 4-40, 8-50, 1915, Left	6.30
A11	6	Allen, Drive Shaft, 1916-17-18	18.00	46	12	Cole 8-60, 1916-17-18-19, 1/2 Spline	7.50
A12	12	Allen, Pinion Shaft, 1918-19	6.00	48	12	Cole 8-70, 1919-20-21-22, 10 Spline	7.90
6	12	Apperson, 1916-17-18-19-20-21, Right	7.20	C22	12	Cole Pinion Shaft, H70, Late 1919-20-21-22	7.50
7	12	Apperson, 1916-17-18-19-20-21, Left	7.20	60	12	Columbia, 1917-18-19-20-21	7.50
8	12	Auburn, 1917-18-20	6.85	J3	12	Columbia, All Models, 1922-23, Right	11.30
9	12	Auburn, 1919-20-21	6.85	J4	12	Columbia, All Models, 1922-23, Left	11.30
55	12	Auburn 39, Late 1921-22	6.00	50	12	Crow-Elkhart, All Models, Turned Center	3.00
A 13	6	Autocar VF, VG, and Type E, 10 Spline, 1 1/2 to 2-Ton	17.50	56	16	Dodge, All Models and 1-Ton Truck	2.50
10	12	Briscoe 4-24, 1917-21	6.75	256	9	Dodge Drive Shafts, 1916-17-18-19-20-21-22	9.60
11	12	Briscoe 1916, Splined	4.80	58	16	Dort 5-5A-6-8-9-10, 10 C-11-20	4.80
B27	12	Briscoe 1920-21	4.50	57	12	Dort Model 15-56" Tread, 1920-21-22	4.80
12	12	Buick, B & C, 36 & 37, B4 Truck, Right, 1914-15	6.60	258	12	Dort Drive Shaft, 8-11 10-15-39, 1919-20	10.80
13	12	Buick, B & C, 36 & 37, B4 Truck, Left, 1914-15	6.60	D13	12	Dort Drive Shaft, 5-5A-6-9 & 29	11.30
17	12	Buick, B 24-25, C 24-25, Right, 1914-15	6.00	D16	12	Dort Drive Shaft, 12A, 17A, 1921	11.30
18	12	Buick, B 24-25, C 24-25, Left, 1914-15	6.00	D17	12	Dort Drive Shaft, 12-17, 1921-22	11.30
19	9	Buick, B 54-55, C 54-55, Right, 1914-15	5.10	111	12	Durant, 4 Cyl.	5.40
20	9	Buick, B 54-55, C 54-55, Left, 1914-15	5.10	112	12	Durant, 6 Cyl.	6.90
21	12	Buick, D-E-H-K-44-5-6-7, 1917-18-19-20-21	4.80	59	12	Elcar, 1920-21	4.80
22	12	Buick, 4 Cyl., D & E-34-35-36 & 37, 1916-17-18-21-22	4.80	55	12	Elcar, 1918-19-20, 6 Spline	6.00
23	9	Buick, D-54-55, Right, 1916	6.50	59	12	Elgin, 1917-18, 6 Spline	4.80
24	9	Buick, D-54-55, Left, 1916	6.50	4	12	Elgin, 1917-18-19, 6 Spline and Tapered	4.80
B23	6	Buick Drive Shaft, C54-C55, 1914-15	15.00	9	12	Elgin, 1919-20-21, 10 Spline	6.85
B24	6	Buick Drive Shaft, C36-C37, 1914-15	15.00	106	12	Empire 6-60, 1916-17	6.50
B21	6	Buick Drive Shaft, D54-D55, 1916	16.50	136	12	Empire 50-51, 1918, Right	5.10
B22	6	Buick Drive Shaft, D44-D45, 1916, 20 Pitch Thrust	15.00	137	12	Empire 50-51, 1918, Left	5.10
B22X	6	Buick Drive Shaft, D44-D45, 1917, 12 Pitch Thrust	15.00	150	12	Empire 70-71-73, 1919	6.00
211	6	Buick Drive Shaft, E-H-K, 44-45-46-47, 1918-19-20-21	13.50	E5	9	Empire Drive Shaft E 45	18.00
B26	6	Buick Drive Shaft, E-H-K, 49-50, 1918-19-20-21	14.30	AD3	12	Empire Pinion Shaft 70	6.70
B28	6	Buick Drive Shaft, 4 Cyl., 22-35, 1921-22	13.50	60	12	Essex, 1918-19-20-21	7.50
B29	12	Buick Truck, C4 & D4, 1-Ton, 1912-13-14-15-16	10.00	61	25	Ford Black Center, Regular Tread	1.80
B30	12	Buick Truck, C4 & D4, 1-Ton, 1912-13-14-15-16	10.00	F4	25	Ford Black Center, Southern Tread	2.60
C27	6	Cadillac, 1915-22, Right	21.00	261	12	Ford Drive Shafts	3.60
C28	6	Cadillac, 1915-22, Left	21.00	63	12	Ford Truck Axle Shaft	6.00
30	12	Case, 1919-20	7.80	263	6	Ford Truck Drive Shaft	10.80
31	12	Chalmers, 26 B 1915	6.30	F11	6	Four Wheel Drive Truck Shaft, Right	12.00
CH9	12	Chalmers, 32 A 6-40, 1916-17	7.50	F12	12	Four Wheel Drive Truck Shaft, Left	9.00
32	16	Chalmers, 6-30, 35 A, 1916-17-18	6.30	66	12	Franklin, 1914-15-16	6.90
33	9	Chalmers, 35 C, 5 Pass., 1919-22	6.30	67	12	Franklin, 1917-18-19-20-21	6.90
77	9	Chalmers, 32B, 25C, 7-Pass., 1919-20-21	8.40	F15	12	Franklin, late 1921 and 1922	8.50
38	12	Chandler, 1 1/2", 1914-15-16-17	4.80	57	12	Gardner, 1919-20-21	4.80
39	12	Chandler, 1 1/2", 1917-18-19-20-21	5.40	D9X	12	Gardner A, 1922 and 1923	6.80
390	12	Chandler, Pinion Shaft, 1916-17-18-19-20-21	4.80	51	12	Grant "M", 1915-16, Square Ends	6.30
40	25	Chevrolet 490, All Models	2.20	50	16	Grant "G", V-K-G-GX, 1917-18-19	3.60
240	12	Chevrolet 490, 490 Drive Shaft, All Models up to early 1921	5.30	5	12	Grant 1920-21-22	6.00
241	12	Chevrolet 490 Drive Shaft, late 1921-22	5.30	253	12	Grant Drive Shaft, V-K 1916-17	8.40
41	12	Chevrolet Baby Grand, 1914-15-16-17	4.80	252	12	Grant Drive Shaft, G-GX, 1918-19	8.40
42	16	Chevrolet Baby Grand, 1918-19-20-21-22	4.80	305	12	Grant Pinion Shaft, 1915-16-17, Small Taper	3.00
242	9	Chevrolet Baby Grand, Drive Shaft 1914-15-16-17-18	7.20	349	12	Grant Pinion Shaft, 1918-19, Large Taper	3.00
243	9	Chevrolet Baby Grand, Drive Shaft 1919-20-21-22	7.20	306	12	Grant Pinion Shaft, H & HX, 1920-21	3.60
43	12	Cleveland 40-1919	6.20	T7	6	G. M. C. Truck Shaft, 31-41, 1 1/2 & 2 Ton 1916-17-18-19-20, 6 Spline	18.00
C16	12	Cleveland 41-1920-21	8.50	T8	6	G. M. C. Truck Shaft, 41, 2-Ton, 1919-20, 10 Spline	18.00
C20	12	Cleveland Pinion Shaft, 1919-20-21	6.00	T9	6	G. M. C. Truck Shaft, 71, 3 1/2-Ton, 1916-17-18-19-20, 6 Spline	27.00
				T10	4	G. M. C. Truck Shaft, 191, 5-Ton, 1916-17-18-19-20, 6 Spline	40.50
				70	12	Haynes, 24 to 46 inc., Right	6.60
				71	12	Haynes, 34 to 46 inc., Left	6.60
				H5	12	Haynes, "24" Splined Ends, Right	7.00
				H6	12	Haynes, "24" Splined Ends, Left	7.00
				72	12	Haynes, Type T, 1919-17, Right	6.60

NOTE—Code number is stamped on center of shaft.



Gibson Axle Shafts, Drive Shafts and Pinion Shafts



Code	Pkg.	Car	Price	Code	Pkg.	Car	Price
73	12	Haynes, Type T, 1916-17, Left.....	6.60	103	12	Monroe M4-6, 87-8-9-10, Left, 1917-18-19-20-21	6.60
H19	12	Haynes, 50-47-55 & 75, 1921-22, Right.....	7.50	M26	12	Monroe Drive Shafts, M-2	12.70
H20	12	Haynes, 50-47-55 & 75, 1921-22, Left.....	6.70	M38	12	Monroe Drive Shafts, M-1	12.70
H15	12	Haynes, Pinion Shaft, 34 to 36, 40 & 41 1916-17	8.20	150	12	Moon 6-43-1st Style 1916-17.....	6.00
H17	12	Haynes Pinion Shaft, 36 to 46, 1917-18- 19-20	9.70	M30	12	Moon 6-43-2nd Style 1916-17.....	9.00
H22	12	Haynes Pinion Shaft, 30-33, 34-5-6-7, with Hess Axle	8.20	146	12	Moon 6-26-1918	6.30
77	12	Hudson Super Six, 1917-21.....	8.40	151	9	Moon 6-46, Right, 1919.....	12.80
H26	12	Hudson O, 1921 and 1922.....	10.50	152	9	Moon 6-46, Left, 1919.....	12.80
74	12	Hudson 6-54, Right, 1914-15.....	7.30	60	12	Moon 6-48-1920-21	7.50
75	12	Hudson 6-54, Left, 1914-15.....	7.30	J4	12	Moon 6-40, 1922-23, Left	11.30
78	12	Hudson 6-40, Right, 1913-14.....	7.30	M29	12	Moon Drive Shaft, 6-36, 1918.....	6.70
79	12	Hudson 6-40, Left, 1913-14.....	7.30	M25	12	Moon Pinion Shaft 6-43, 1917.....	6.70
80	12	Hupmobile "N," 4 Spline, 1915-16.....	7.30	84	9	Nash or Jeffrey, 6 Cyl., 1918-19-20-21-22.....	7.20
81	12	Hupmobile "N," 6 Spline, 1916-17.....	7.30	83	9	Nash, 4 Cyl., 1921-22.....	7.20
82	12	Hupmobile R1-2-3, 1917-18-19-20-21-22.....	4.80	46	12	National, 1916-17-18-19	7.20
H25	12	Hupmobile Pinion Shaft, 1918-19.....	6.00	30	12	National, 1920-21	7.80
55	12	Jackson, 1920-21	6.00	17	12	Oakland, "37," 1915, Right	6.00
84	9	Jeffrey or Nash, 4 & 6 Cyl. 1916-17-18-19-20.....	7.20	18	12	Oakland, "37," 1915, Left.....	6.00
J3	12	Jewett, All Models, 1922, Right.....	9.00	O15	12	Oakland, 6-32B, 1916.....	6.00
J4	12	Jewett, All Models, 1922, Left.....	9.00	22	16	Oakland, 1916-17-18-19-20-21	4.80
J3	12	Moon 6-40, 1922-23, Right.....	9.00	O40	12	Oakland, Pinion Shaft, 32-32B-34-34B-34C, 1916-17-18-19-20	4.50
77	12	Jordan, B-C-F, 7 Pass., 1917-18-19-20-21.....	8.40	17	12	Oldsmobile 42, 1914-15, Right.....	6.00
60	12	Jordan, M, 5 Pass., 1920.....	7.50	18	12	Oldsmobile 42, 1914-15, Left.....	6.00
81	12	King, 6 Spline, 1916-17-18.....	7.20	106	12	Oldsmobile 43-4 Cyl., 1916	6.50
46	12	King, 6 Spline, both ends, 1918-19.....	7.20	21	12	Oldsmobile 44-8 Cyl., 1916-17-18-19.....	4.80
39	12	King, H & J, 10 Spline, both ends, 1920-21.....	7.80	109	9	Oldsmobile 45-A, 45-B, 8 Cyl., 1920.....	6.00
85	12	Lexington 6, L-N-R, 1915-16-18-19, Right.....	6.90	110	12	Oldsmobile 37-6 Cyl., 1917-18-19-20.....	5.20
86	12	Lexington 6, L-N-R, 1915-16-18-19, Left.....	6.90	107	16	Oldsmobile 43 A 1921.....	6.70
89	12	Lexington 6-O, Square & Taper, 1916.....	6.00	O42	6	Oldsmobile Drive Shaft, 43-A-4 Cyl., 1921-22.....	12.00
150	12	Lexington 6-O, Spline & Taper, 1917.....	6.00	O16	12	Oldsmobile Pinion Shaft, 43-1916.....	4.50
90	12	Lexington 6-8-T, 1920-21	6.00	O32	12	Oldsmobile Pinion Shaft, 44, 1916-17-18-19.....	6.70
32	12	Liberty 10-A, 1916-17	6.30	O30	12	Oldsmobile Truck Model T, 3-Ton, 1919-20- 21, Splined both ends.....	8.50
60	12	Liberty 10-B, 10-C, 1917-18-19-20-21-22.....	7.50	115	16	Overland, 69-79-80-81-82, Right	3.90
M17	6	Mack Truck, 8 AC 33-54 & 7 1/2 Ton, 1916-17- 18-19-20-21, Right	14.70	116	16	Overland, 69-79-80-81-82, Left	3.90
M18	6	Mack Truck, 8 AC 34-54 & 7 1/2 Ton, 1916-17- 18-19-20-21, Left	14.70	117	16	Overland, 85-4, 85-6, Right	4.00
M32	6	Mack Truck, 9-AB 1916-17-18-19-20-21.....	8.20	118	16	Overland, 85-4, 85-6, Left	4.00
T7	6	Mack Truck, 11-AB, 1 1/2-2 1/2 Ton, 1916-17-18- 19-20-21, 6 Spline	21.00	119	16	Overland, 90, Touring, Right.....	3.90
T8	6	Mack Truck, 11-AB, 1 1/2-2 1/2 Ton, 1916-17-18- 19-20-21, 10 Spline	21.00	120	16	Overland, 90, Touring, Left.....	3.90
50	16	Maibohm "B," 1920-21	3.60	121	16	Overland, 75-90 C. C. 90 R, Right.....	3.90
91	6	Marmon "34," Right, 1917-18-19.....	10.80	122	16	Overland, 75-90 C. C. 90 R, Left.....	3.90
92	6	Marmon "34," Left, 1917-18-19.....	10.80	123	16	Overland, 90 B-90 B. T.	3.90
104	6	Marmon 1920-21-22, Right	16.80	O27	12	Overland, 89-6, 1917, Right.....	6.70
105	6	Marmon 1920-21-22, Left	16.80	O28	12	Overland, 89-6, 1917-18, Left.....	6.70
94	16	Maxwell "25," 1915-16-17-18-19, Right.....	2.50	124	16	Overland, "4," 1919-20-21-22	2.25
95	16	Maxwell "25," 1915-16-17-18-19, Left.....	2.50	125	12	Overland Four, late 1922 and 1923.....	6.00
96	6	Maxwell "25," 1920-21	2.50	324	12	Overland Four, Sliding Gear Shaft.....	8.40
294	12	Maxwell "25," Drive Shaft, 1914-15-16-17.....	4.50	320	12	Overland 90, Sliding Gear Shaft.....	8.40
295	12	Maxwell "25," Drive Shaft, 1918-19.....	4.50	O34	12	Overland, Drive Shaft, 84, 86, 88-4, 88-8, 1917-18	6.00
1	12	Mitchell, Right Squared, D 40, 1916-17.....	5.10	224	9	Overland, Drive Shaft, 4-T-R-C-S	9.00
2	12	Mitchell, Left Squared, D 40, 1916-17.....	5.10	O36	12	Overland, Drive Shaft, 90R-C. C. 75T-R.....	5.50
136	12	Mitchell Right Splined, D 40, 1917-18.....	5.10	223	12	Overland, Drive Shaft, 90T	4.60
137	12	Mitchell, Left, Splined, D 40, 1917-18.....	5.10	O25	12	Overland, Drive Shaft, 90 BT, Sedan.....	5.50
97	12	Mitchell, B 35-45, 1915, C 42, 1916-17-18, E 40-E 42, 1919-20	6.00	P42	12	Packard, Single-Six, All Models to 1923.....	10.50
M31	12	Mitchell, F40, 1920.....	8.20	P43	6	Packard Twin-Six, All Models to 1923, Right.....	33.00
98	12	Mitchell, C 42-M 7-82, Splined both ends.....	6.00	P44	6	Packard Twin-Six, All Models to 1923, Left.....	33.00
M9R	12	Monroe, M2, Light car, Right, 1915-16.....	5.30	130	12	Paige, 6-05, 1921	6.00
M9L	12	Monroe, M2, Light car, Left, 1915-16.....	5.30	55	12	Paige, 6-42, 1920-21	6.00
102	12	Monroe, M4-6, 87-8-9-10, R.L., 1917-18-19-20-21.....	6.00	132	12	Paige, 6-51, 6-55, Splined, Right, 1918-19-20.....	5.90
				133	12	Paige, 6-51, 6-55, Splined, Left, 1918-19-20.....	5.90
				1	16	Paige, 6-36-38-39, Square, Right, 1916-17.....	5.10
				2	16	Paige, 6-36-38-39, Square, Left, 1916-17.....	5.10

NOTE—If type shaft desired is not listed write us for prices.

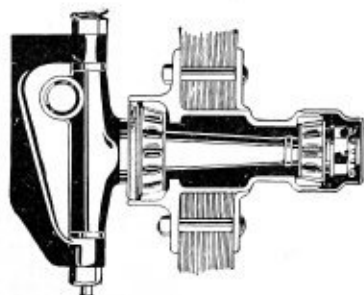


Gibson Axle Shafts, Drive Shafts and Pinion Shafts



Code	Pkg.	Car	Price	Code	Pkg.	Car	Price
136	16	Paige, 6-39, Splined, Right, 1918-19.....	5.10	O42	6	Sheridan, Drive Shaft, 1920-21.....	12.00
137	16	Paige, 6-39, Splined, Left, 1918-19.....	5.10	SF3	25	Smith Form A Truck, 1 Ton.....	4.50
138	12	Paige, 6-51, G1-2-3, Square, Right, 1915-16-17-18.....	5.10	77	12	Standard 8, All Models to 1921.....	8.40
139	12	Paige, 6-51, G1-2-3, Square, Left, 1915-16-17-18.....	5.10	S9	12	Stearns, 1918-19-20-21-22.....	11.20
P19	12	Paige, Pinion Shaft, 6-51, 6-55.....	11.20	S9X	12	Stearns, 1918 to 1922, has hardened sleeve.....	19.50
P30	12	Paige, Pinion Shaft, 6-36.....	9.70	150	12	Stearns, 70-74-75-76-78-82-83-84-85-86, 1917-18-19.....	6.00
P31	12	Paige, Pinion Shaft, G2-3, 6-39, 6-46.....	9.70	151	9	Stearns, 82-83-84-85-86, 1920, Right.....	12.80
P32	12	Paige, Pinion Shaft, 6-42, 1920.....	8.70	152	9	Stearns, 82-83-84-85-86, 1920, Left.....	12.80
215	6	Paige, Drive Shaft, 6-36, Tapered.....	18.00	77	9	Stearns, Late 1920-21-22.....	8.40
216	6	Paige, Drive Shaft, 6-38, Square.....	18.00	AD3	12	Stearns, Pinion Shaft, Model 75.....	6.70
217	6	Paige, Drive Shaft, 6-39, Splined.....	18.00	153	16	Studebaker, 4-6 Cyl., 1914-15-16-17-18.....	4.30
T11	6	Paige, Truck Shaft, Model 52-19-13 Ton, 1918-19-20-21.....	30.00	156	9	Studebaker, Big 6, 1919-20-21, Special 6, 1921.....	6.00
T9x	6	Paige, Truck Shaft, Model 51-18-31 Ton, 1918-19-20-21, Splined both ends.....	27.00	157	12	Studebaker, 4, Light 6, 1919-20-21.....	5.40
T7	6	Paige, Truck Shaft, Model 50-18-21 Ton, 1918-19-20.....	21.00	ST6	12	Studebaker, Truck Shaft, 1 Ton, 1916-17-18.....	8.20
77	12	Peerless, 1916-17-18-19-20.....	8.40	S25	12	Stutz, All Models, 1915-22.....	13.50
150	12	Premier, 1917-18-19.....	6.00	160	6	Templar, 6 Spline, 1919-20, Right.....	14.40
151	9	Premier, 1920-21, Right.....	12.80	161	6	Templar, 6 Spline, 1919-20, Left.....	14.40
152	9	Premier, 1920-21, Left.....	12.80	162	6	Templar, 10 Spline, Right.....	14.40
140	9	Reo, 4 Cyl., 1916-17-18-19, 6 Cyl., 1920.....	7.70	163	6	Templar, 10 Spline, Left.....	14.40
502	6	Reo Speed Wagon, with Flange.....	19.80	32	12	Vellie, 27-28, 1917.....	6.30
153	12	Republic, Truck Shaft, 1 & 1 1/2 Ton.....	4.20	60	12	Vellie, 1918-19-20-21.....	7.50
141	12	Roamer, Right, 1916-17-18.....	8.10	164	12	Vim Truck, Model 20-21, 1917-18-19-20.....	6.00
142	12	Roamer, Left, 1916-17-18.....	8.10	165	6	Vim Truck, Model 27, 1919-20.....	10.80
R8	12	Roamer, Pinion Shaft, all models.....	9.75	77	12	Westcott, A B C 48-1916-22.....	8.10
77	12	R. & V. Knight, "J," 1918-19-20-21-22.....	8.40	33	12	Westcott, A B C 38, 1919-22.....	6.30
144	16	Saxon, "6S," 1915, Square.....	6.30	O29	16	Willys-Knight, Model 20.....	7.80
146	16	Saxon, "6," 1916-17-18, 30 inch.....	6.30	048	12	Willys-Knight, 20A, Late 1922-23.....	7.50
145	16	Saxon, "6," 1919-20, 31 inch.....	6.30	049	6	Willys-Knight 84, 88-4, 88-6, 88-8, Right.....	12.00
32	12	Saxon Duplex 4, 1920-21-22.....	6.30	050	6	Willys-Knight 84, 88-4, 88-6, 88-8, Left.....	12.00
58	16	Scripps-Booth, Model G, 4 Cyl., 1918.....	4.80	169	6	Winton, A21-B21-B22, Right.....	8.40
22	16	Scripps-Booth, 6 Cyl., 1918-19-20.....	4.80	170	6	Winton, A21-B21-B22, Left.....	8.40
107	16	Sheridan, 41-42, 4 Cyl., 1920-21.....	6.70	SH1	6	Yellow Cab, J-K, Right.....	10.50
				SH2	6	Yellow Cab, J-K, Left.....	10.50
				SH3	6	Yellow Cab, L-M.....	11.20

Timken Roller Bearings for Fords



No. 2831, Front Wheel Bearing Assembly, R. H.....	\$2.85
No. 2832, Front Wheel Bearing Assembly, L. H.....	2.85
No. 2833, Front Hub Bearing Cup, Inner.....	.50
No. 2834, Inner Spindle Cone and Roller Assembly.....	1.10
No. 2836, Front Hub Bearing Cup Outer.....	.40
No. 2837, Outer Spindle Cone and Roller Assembly, R. H.....	.10
No. 2838, Outer Spindle Cone and Roller Assembly, L. H.....	.75
No. 2841, Front Hub Dust Cap Assembly.....	.75

Hyatt Roller Bearings FOR FORDS



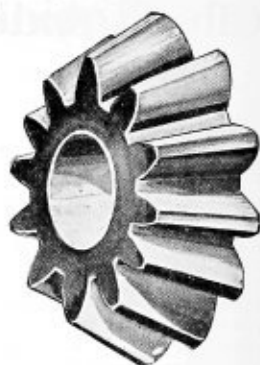
No. 2587, Drive Shaft Roller Bearings, each.....	\$1.10
No. 2593, Drive Shaft Roller Bearings, outer sleeve.....	1.50
No. 2596, Drive Shaft Roller Bearing, inner sleeve.....	.80
No. 2508, Rear Axle Shaft Roller Bearing, right and left.....	1.00
No. 2509, Rear Axle Shaft Roller Bearing, outer sleeve, right.....	.20
No. 2509B, Rear Axle Shaft Roller Bearing, outer sleeve, left.....	.20

WE CAN SUPPLY ALL TYPES OF TIMKEN AND HYATT BEARINGS AT SLIGHTLY DIFFERENT DISCOUNTS.



GIBSON RING GEARS AND DRIVE PINIONS

Our Ring Gears are made of special alloy steel and the Drive Pinions are three and one-half per cent nickel. Teeth are machine cut. All gears are made from car manufacturers specifications. We guarantee these parts against defective material and workmanship, and dealers will find our discounts most attractive. Our stocks are so organized that we can give real service. To facilitate matters, when ordering please specify list number, make, model and year of car, and ratio desired.



Symbol	Car Model	Ratio	Type	Code Word	List Price Ring Gears	Type	Code Word	List Price Pinions
A-1	Abbott, 1916-17-18, 644	53-12	spiral	Add	\$19.20	Bored	Zeal	\$ 7.20
A-2	Abbott, 1916-17-18, 644	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
C-2	Allen, 1914-15, 33-34-35	48-12	straight	Abbey	16.00	Bored	Zebra	7.20
BB	Allen, 1916-17, 37 and Classic	49-12	straight	Athlete	21.60	Bored	Zephyr	9.00
BC	Allen, 1918-19, 41	49-11	spiral	Attic	22.80	Bored	Zodiac	9.60
BE	Allen, 1920-21, 43	51-11	spiral	Maggie	24.00	Bored	Shrine	10.80
A-1	American, 1917-18, A-B	53-12	spiral	Add	19.20	Bored	Zeal	7.20
A-2	American, 1917-18, A-B	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
AA-1	American, 1919 B, 1920-C, 1921	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	American, 1920-21	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
W	American Beauty, 6-48, E, F, G	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
D-1	American Beauty, 6-48, E, F, G	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
B-4	Anderson, 1916-17	54-12	spiral	Happy	19.80	Bored	Salute	9.00
F	Anderson, 1918	53-12	spiral	Abode	20.40	Bored	Yeast	6.60
AA-1	Anderson, 1919-20-21	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	Anderson, 1919-20-21	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
Q-1	Auburn, 1916, 6-38	51-11	spiral	Husband	22.80	Integral	Waif	21.60
Q-2	Auburn, 1916, 6-38	51-11	spiral	Husband	22.80	Integral	Share	21.60
F	Auburn, 1916-17-18, 6-39	53-12	spiral	Abode	20.40	Bored	Yeast	6.60
AA-1	Auburn, 1920-21, 6-39	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	Auburn, 1920-21, 6-39	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
BO-1	Auburn, 1919-20	56-12	spiral	Maple	26.40	Bored	Song	12.00
BO-2	Auburn, 1919-20, 6-39	49-11	spiral	Marvel	24.00	Bored	Syrup	11.40
M	Bell, 1917	49-12	spiral	Box	19.80	Bored	Watt	9.00
B-7	Bell, 1918	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-2	Bell, 1919-20-21	49-11	spiral	Aid	19.80	Bored	Wren	9.00
B-5	Bell, 1919-20-21	44-9	spiral	Aim	19.80	Integral	Wrap	18.00
AS	Biddle	61-14	spiral	Hostage	26.40	Bored	Serve	13.20
B-7	Birch, 1916-17-18-19	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-3	Birch, 1919-20-21, 4	47-11	spiral	Bat	19.80	Bored	Whir	9.00
A-1	Bour Davis, 1916-17-18	53-12	spiral	Add	19.20	Bored	Zeal	7.20
A-2	Bour Davis, 1916-17-18	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
AA-1	Bour Davis, 1919-20-21	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	Bour Davis, 1919-20-21	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
BA	Bradley, 1920-21	53-13	straight	Lackey	17.40	Bored	Quadroom	7.20
BF	Briscoe, 1920, 4-34	46-11	spiral	Maid	20.40	Bored	Shrub	9.00
BK	Briscoe, 1917-18-19, 4-24	55-13	straight	Mandarin	18.00	Bored	Sigh	7.20
C-1	Buick, 1914, B-24 and 25	48-12	straight	Abbey	16.00	Bored	Sable	7.20
C-2	Buick, 1915, C-24 and 25	48-12	straight	Abbey	16.00	Bored	Zebra	7.20
AB	Buick, 1914-15-16, C and D, 54 and 55	49-13	spiral	Ark	20.00	Bored	Wood	9.00
G	Buick, 1916-17, D-44, 45, 46 and 47	53-13	spiral	Arm	16.00	Bored	Wit	7.00
H	Buick, 1918, D and E-4, 34 and 35	53-13	straight	Ace	16.00	Bored	Wind	7.00
AV	Buick, 1918-19-20-21-22, E, H, K, 21, 48-49-50	60-13	spiral	Kafir	21.00	Bored	Rabies	8.75
AC	Buick, 1918-1920, E, H and K, 44, 45, 46, 47	53-13	spiral	Art	16.00	Bored	Wisp	7.00
T	Buick, 1922, 34, 35, 36, 37	42-9	spiral	Horn	21.60	Hub	Serene	13.20
B-4	Bush, 1918	54-12	spiral	Happy	19.80	Bored	Salute	9.00
B-7	Bush, 1918	51-12	straight	Absorb	19.80	Bored	Yam	9.00
M	Bush, 1918	49-12	spiral	Box	19.80	Bored	Watt	9.00
A-1	Bush, 1919, B-6	53-12	spiral	Add	19.20	Bored	Zeal	7.20
A-2	Bush, 1919, B-6	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
B-3	Bush, 1919-20	47-11	spiral	Bat	19.80	Bored	Whir	9.00
AA-1	Bush, 1920-21, E-4 and 6	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	Bush, 1920-21, E-4 and 6	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
AA-1	Carroll, 1920-21	45-10	spiral	Act	21.60	Bored	Yolk	9.00
A-1	Case, 1917, 40 Flexible	53-12	spiral	Add	19.20	Bored	Zeal	7.20
BO-1	Case, 1921, V-6	56-12	spiral	Maple	26.40	Bored	Song	12.00
BO-2	Case, 1920, V-6	49-11	spiral	Marvel	24.00	Bored	Syrup	11.40



GIBSON RING GEARS AND DRIVE PINIONS

Symbol	Car Model	Ratio	Type	Code Word	List Price Ring Gears	Type	Code Word	List Price Pinions
J-2	Chalmers, 1917, 35-A	57-12	spiral	Hand	\$24.00	Integral	Wick	\$14.40
AW	Chalmers, 1917-18, 35-B	57-11	spiral	Kale	27.60	Integral	Raccoon	18.00
J-3	Chalmers, 1918-19, 35-C and D	57-12	spiral	Hand	24.00	Integral	Safe	14.40
B-3	Champion, 1920, 4 and 6	47-11	spiral	Bat	19.80	Bored	Whir	9.00
B-4	Champion	54-12	spiral	Happy	19.80	Bored	Salute	9.00
F	Chandler, 1916-17-18-19-20-21	53-12	spiral	Abode	20.40	Bored	Yeast	6.60
AD	Chevrolet, 1917-18-19, F, FA, FB	51-12	spiral	Handle	13.00	Bored	Sail	6.00
A	Chevrolet 490, 1914 to 1919	40-11	straight		3.20			1.40
AZ	Chevrolet, 1920-21, 490	34-9	spiral	Handy	11.50	Hub	Saint	5.00
BD	Chevrolet, 1920-21, FB	37-8	spiral	Magnet	20.40	Bored	Shrimp	7.20
AE	Cleveland, 1919-20-21	49-11	spiral	Bar	20.40	Bored	Whit	6.60
B-4	Climber, 1918-19	54-12	spiral	Happy	19.80	Bored	Salute	9.00
D-2	Cole, 1915, 4 & 0	49-11	spiral	Herald	25.20	Integral	Walk	14.40
K	Cole, 1916-17-18-19, 8-860-861-862-863-864	49-11	spiral	Home	24.00	Integral	Sector	21.60
BO-1	Cole, 1920-21, 8-70 to 8-94	56-12	spiral	Maple	26.40	Bored	Song	12.00
BO-2	Cole, 1920-21, 8-70 to 8-94	49-11	spiral	Marvel	24.00	Bored	Syrup	11.40
J-2	Columbia, 1917-18, A, B, C, D	57-12	spiral	Hand	24.00	Integral	Wick	14.40
E-1	Columbia, 1919-20-21, 19-C, 20-C	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Columbia, 1919-20-21, 19-C, 20-C	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
BO-1	Columbia, 1919-20-21, 20-C	56-12	spiral	Maple	26.40	Bored	Song	12.00
B-7	Commonwealth, 1917-18	51-12	straight	Absorb	19.80	Bored	Yam	9.00
M	Commonwealth, 1918-19, Ultra-4	49-12	spiral	Box	19.80	Bored	Watt	9.00
B-3	Commonwealth, 1919-20	47-11	spiral	Bat	19.80	Bored	Whir	9.00
M	Commonwealth, 1920-21, Victory-6	49-12	spiral	Box	19.80	Bored	Watt	9.00
D-2	Crawford, 1917	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Crawford, 1918-19-20, 6-40	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
B-7	Crow-Elkhart, 1916-17-18-19, 25-30-33-35	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-4	Crow-Elkhart, 1916-17-18-19, 25-30-33-35	54-12	spiral	Happy	19.80	Bored	Salute	9.00
B-3	Crow-Elkhart, 1919-20-21	47-11	spiral	Bat	19.80	Bored	Whir	9.00
AK	Davis, 1918-19, 650	55-12	spiral	Dove	24.00	Bored	Vat	11.00
E-1	Davis, 1920, 51 to 57	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Davis, 1920, 51 to 57	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
AA-2	Davis, 1921, 61 to 67	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
A-2	Detroit, 1917, 6-45	57-12	spiral	Hand	24.00	Integral	Wick	14.40
B-7	Dixie Flyer, 1916-17-18	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-6	Dixie Flyer, 1916-17-18	54-12	straight	Beg	19.80	Bored	Welt	9.00
B-4	Dixie Flyer, 1916-17-18	54-12	spiral	Happy	19.80	Bored	Salute	9.00
B-1	Dixie Flyer, 1919-20-21	52-11	spiral	Bin	19.80	Bored	Web	9.00
AF	Dodge	50-12	spiral	Hasp	13.00	Bored	Sash	5.00
W	Dorris, 1920-21, 680	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
BA	Dort, 1916-17-18-19-20	53-13	straight	Lackey	17.40	Bored	Quadrone	7.20
B-7	Drexler, 1917	51-12	straight	Absorb	19.80	Bored	Yam	9.00
A-1	Drummond, 1916-17	53-12	spiral	Add	19.20	Bored	Zeal	7.20
AA-1	Economy, 1920, 6-46	45-10	spiral	Act	21.60	Bored	Yolk	9.60
M	Elear, 1917-18-19, 4 and 6, D, E, F, G, H	49-12	spiral	Box	19.80	Bored	Watt	9.00
B-4	Elear, 1918-19, 4-D, E, H, G	54-12	spiral	Happy	19.80	Bored	Salute	9.00
A-1	Elear, 1919, Six D and H	53-12	spiral	Add	19.20	Bored	Zeal	7.20
A-2	Elear, 1919, Six D and H	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
AA-1	Elear, 1920-21-22, 6 D, H and K	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	Elear, 1920-21-22, 6 D, H and K	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
M	Elgin, 1916	49-12	spiral	Box	19.80	Bored	Watt	9.00
B-4	Elgin, 1916-17	54-12	spiral	Happy	19.80	Bored	Salute	9.00
N	Elgin, 1917-18-19, F, G, H	49-11	spiral	Boy	21.60	Bored	Wasp	9.60
BO-1	Elgin, 1920-21, K-6	56-12	spiral	Maple	26.40	Bored	Song	12.00
BE	Elgin, 1922	51-11	spiral	Magpie	24.00	Bored	Shrine	10.80
C-4	Empire, 1913-14-15, 31-40-45	48-12	straight	Abbey	18.00	Bored	Sandal	7.20
BG	Empire, 1917-18, 70, 70-A, 70-S, 73	55-12	spiral	Mall	24.00	Bored	Shutter	11.40
E-1	Essex, 1919-20-21	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Essex, 1919-20-21	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
B-7	Farmac	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-6	Farmac	54-12	straight	Beg	19.80	Bored	Welt	9.00
B	Ford, All Models, Regular	40-11	straight		3.20			1.40
	Ford, High-Speed	39-13	straight		5.40			3.20
	Ford, Low Speed	42-10	straight		5.90			3.20
BN-1	Ford, Model T, 1910-22 (Sold in sets only)	33-9	spiral	Manor	9.00	Bored		5.00
BA	Gardner, 1919-20-21	53-13	straight	Lackey	17.40	Bored	Quadrone	7.20
O	General Motors, 3/4 ton truck	63-12	straight	Heart	24.60	Bored	Savoy	10.20
Q-1	Glide, 1916-17, 6-40	51-11	spiral	Husband	22.80	Integral	Waif	21.60
B-7	Grant, 1915-16-17, T, V, K	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-6	Grant, 1915-16-17, T, V, K	54-12	straight	Beg	19.80	Bored	Welt	9.00
B-4	Grant, 1915-16-17, T, V, K	54-12	spiral	Happy	19.80	Bored	Salute	9.00
BE	Grant, 1920-21, H, X, G	51-11	spiral	Magpie	24.00	Bored	Shrine	10.80
E-1	Hanson, 1919-20-21, 6-45	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Hanson, 1919-20-21, 6-45	56-11	spiral	Hang	21.60	Integral	Salmon	12.85



GIBSON RING GEARS AND DRIVE PINIONS

Symbol	Car Model	Ratio	Type	Code Word	List Price Ring Gears	Type	Code Word	List Price Pinions
BB	Harroun	49-12	straight	Athlete	\$21.60	Bored	Zephyr	\$9.00
B-7	Hatfield, 1917, H. A.	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-2	Hatfield, 1919, 42	49-11	spiral	Aid	19.80	Bored	Wren	9.00
B-3	Hatfield, 1919, 42	47-11	spiral	Bat	19.80	Bored	Whir	9.00
P	Haynes, 1915-16-17	53-12	spiral	Helmet	24.00	Bored	Scarf	11.40
B-7	Hercules	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-6	Hercules	54-12	straight	Beg	19.80	Bored	Welt	9.00
B-4	Hercules	54-12	spiral	Happy	19.80	Bored	Salute	9.00
F	Hollier, 1917-18-19, 6	53-12	spiral	Abode	20.40	Bored	Yeast	6.60
W	Holmes, 1920-21	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
D-1	Holmes, 1918-19, A and B	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
D-2	Hudson, 1916-17, Super-six J and J-4	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Hudson, 1918, Super-six, M, 5M, 6M	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
W	Hudson, Super-Six 0, Ten 0	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
AA-1	Huffman, 1920-21	45-10	spiral	Act	21.60	Bored	Yolk	9.60
Z-2	Hupmobile, 1918-19-20-21, R	54-11	spiral	Den	21.60	Bored	Wag	9.60
Z-1	Hupmobile, 1918-19-20-21, R	39-8	spiral	Dig	20.40	Integral	Wad	9.60
Q-1	Hupmobile, 1916-17, N	51-11	spiral	Husband	22.80	Integral	Waif	21.60
A-1	Jackson, 1917-18-19	53-12	spiral	Add	19.20	Bored	Zeal	7.20
AA-1	Jackson, 1920-21	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	Jackson, 1920-21	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
S	Jones, 1916	53-12	straight	Homer	20.40	Bored	Sepoy	8.40
D-2	Jones, 1916-17	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Jones, 1918-19	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
D-2	Jordan, 1917	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Jordan, 1918-19	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
E-2	Jordan, 1919-20-21, M-6	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
E-1	Jordan, 1919-20-21, M-6	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
W	Jordan, 1920-21-22, F-6	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
Q-1	King, 1916-17-18, D, E, EE	51-11	spiral	Husband	22.80	Integral	Waif	21.60
Q-2	King, 1917-18, D-8, EE	51-11	spiral	Husband	22.80	Integral	Share	21.60
AK	King, 1919, EE	55-12	spiral	Dove	24.00	Bored	Vat	11.40
BO-2	King, 1920-21, J-8	49-11	spiral	Marvel	24.00	Bored	Syrup	11.40
AA-1	Kurtz, 1919-20	45-10	spiral	Act	21.60	Bored	Yolk	9.60
B-7	Laurel, 1917	51-12	straight	Absorb	19.80	Bored	Yam	9.00
P	Lexington, 1915-16, 6-L, 6-M, 6-N	53-12	spiral	Helmet	24.00	Bored	Scarf	11.40
BG	Lexington, 1916-17, 6-0	55-12	spiral	Mall	24.00	Bored	Shutter	11.40
BM	Lexington, 1916-17, 6-0	57-12	spiral	Mango	21.80	Bored	Silk	10.80
J-2	Liberty, 1916-17-18-19, 10-A	57-12	spiral	Hand	24.00	Integral	Wick	14.40
J-3	Liberty, 1917-18-19, 10-B	57-12	spiral	Hand	24.00	Integral	Safe	14.40
J-4	Liberty, 1917-18-19, 10-B	57-12	spiral	Hand	24.00	Integral	Quench	14.40
E-1	Liberty, 1920-21, 6-C-10	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Liberty, 1920-21, 6-C-10	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
Q-1	Madison, 1916, 6-40, Series 1, 2, 3	51-11	spiral	Husband	22.80	Integral	Waif	21.60
M	Maibohm, 1918-19, 6-B	49-12	spiral	Box	19.80	Bored	Watt	9.00
B-4	Maibohm, 1918-19, 6-B	54-12	spiral	Happy	19.80	Bored	Salute	9.00
B-6	Maibohm, 1918-19, 6-B	54-12	straight	Beg	19.80	Bored	Welt	9.00
B-7	Maibohm, 1918-19, 6-B	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-2	Maibohm, 1919-20, 6-B	49-11	spiral	Aid	19.80	Bored	Wren	9.00
A-1	Marion Handley, 1917, A-B	53-12	spiral	Add	19.20	Bored	Zeal	7.20
A-2	Marion Handley, 1917, A-B Jr.	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
AG	Marmon, 1917-18-19-20, 6-34, B-34	48-13	spiral	Hire	24.00	Hub	Scrub	15.60
B-6	Marshall, 1918	54-12	straight	Beg	19.80	Bored	Welt	9.00
B-7	Marshall, 1918	51-12	straight	Absorb	19.80	Bored	Yam	9.00
E	Maxwell 25, 1914 to 1919	43-12	straight		5.00			3.20
AH	Maxwell, 1919-20-21, Four	33-9	spiral	Hit	11.25	Integral	Scum	8.75
E-2	Metz, 1920-21	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
E-1	Metz, 1920-21	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
X-2	Mitchell, 1915-16-17-18, C-42	53-12	straight	Door	18.00	Integral	Vine	14.40
X-1	Mitchell, 1915-16-17-18, C-42	56-13	straight	Dope	18.00	Integral	View	14.40
A-1	Mitchell, 1917-18-19, D-40 Jr.	53-12	spiral	Add	19.20	Bored	Zeal	7.20
AJ	Mitchell, 1919-20-21, E-42, F-40	53-12	spiral	Hock	18.00	Integral	Soup	14.40
D-2	Moline Knight, 1917, C-G	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Moline Knight, 1918-19	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
W	Moline Knight, 1920-21, R and V-6	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
N	Monitor, 1918-19	49-11	spiral	Boy	21.60	Bored	Wasp	9.60
D-2	Moon, 1917, 6-66 T	49-11	spiral	Herald	25.20	Integral	Walk	14.40
J-1	Moon, 1918-19, 6-36	57-12	spiral	Hand	24.00	Bored	Veil	9.60
D-1	Moon, 1918-19, 6-66 T	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
W	Moon, 1920-21, 6-68	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
E-2	Moon, 1920-21, 6-48	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
E-1	Moon, 1920-21, 6-48	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
B-7	Moore, 1916-17, H, G, M	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-4	Moore, 1917-18, 430-C	54-12	spiral	Happy	19.80	Bored	Salute	9.00



GIBSON RING GEARS AND DRIVE PINIONS

Symbol	Car Model	Ratio	Type	Code Word	List Price Ring Gears	Type	Code Word	List Price Pinions
M	Moore, 1917-18, 430-C	49-12	spiral	Box	\$19.80	Bored	Watt	\$9.00
B-3	Moore, 1919-20, 4-F and G	47-11	spiral	Bat	19.80	Bored	Whir	9.00
AK	National, 1915-16-17-18, 6 cyl. AB, AC, AF, 12 cyl. AD, AK	55-12	spiral	Dove	24.00	Bored	Vat	11.40
K	National, 1919, AL, AM	49-11	spiral	Home	24.00	Integral	Sector	21.60
A-1	Noma, 1917-18	53-12	spiral	Add	19.20	Bored	Zeal	7.20
AA-1	Noma, 1919-20	45-10	spiral	Act	21.60	Bored	Yolk	9.60
B-3	Norwalk, 1919-20	47-11	spiral	Bat	19.80	Bored	Whir	9.00
C-3	Oakland, 1913-14, 35-36	48-12	straight	Abbey	18.00	Hub	Sever	14.40
S	Oakland, 1915, 37-38	53-12	straight	Homer	20.40	Bored	Sepoy	8.40
H	Oakland, 1917-18-19-20, 34, 34-B, 34-C	53-13	straight	Ace	16.00	Bored	Wind	7.00
L	Oldsmobile, 1916, 43, 4 cyl.	48-1	spiral 21	Draw	.60	Bored	Twig	9.60
G	Oldsmobile, 1916-17, 44, 45	53-13	spiral	Arm	16.00	Bored	Wit	7.00
AL	Oldsmobile, 1918-19-20-21, 37, 37-A, 37-B	55-12	spiral	Drag	19.80	Bored	Twin	9.00
AM	Oldsmobile, 1919-20-21, 45, 45-A, Roadster, Pacemaker	59-12	spiral	Dray	24.00	Bored	Tusk	9.60
T	Oldsmobile, 1921, 43-A	42-9	spiral	Horn	21.60	Hub	Serene	13.20
B-4	Olympian, 1917-18	54-12	spiral	Happy	19.80	Bored	Salute	9.00
B-7	Olympian, 1917-18	51-12	straight	Absorb	19.80	Bored	Yam	9.00
M	Olympian, 1920-21	49-12	spiral	Box	19.80	Bored	Watt	9.00
AN	Overland, 1915-16-17, 80, 81, 82, 83, 84, 85-4, 85-6	48-12	straight	Drew	24.00	Bored	Turn	9.60
AP-1	Overland, 1916-17-18, 85-4, 85-6, 86-6	48-12	spiral	Drip	21.60	Bored	Turk	10.20
AP-2	Overland, 1916-17-18, 85-4, 85-6, 86-6	51-11	spiral	Hopper	21.60	Bored	Sergeant	10.20
AQ	Overland, 1917-18, 75-90	52-13	straight	Horse	21.00	Bored	Shop	7.80
AR	Overland, 1919-20-21, Four	45-10	spiral	Host	11.50	Bored	Serum	4.25
BJ	Overland, 1915-16-17, 80, 81, 82, 83, 84, 85	48-13	straight	Manacle	24.00	Bored	Sibyl	9.60
E-1	Packard, 1921-22, Single 6	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Packard, 1921-22, Single 6	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
AS	Paige, 1915-16-17-18-19, G-2, 6-46, 6-51, 6-55	61-14	spiral	Hostage	26.40	Bored	Serve	13.20
A-1	Paige, 1915-16-17-18, 6-36, 6-38, 6-39, H-1, H-2, K-1, K-2	53-12	spiral	Add	19.20	Bored	Zeal	7.20
A-2	Paige, 1915-16-17-18, 6-36, 6-38, 6-39, H-1, H-2, K-1, K-2	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
AA-1	Paige, 1919-20-21, 6-42	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	Paige, 1919-20-21, 6-42	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
AA-1	Paterson, 1919-20-21	45-10	spiral	Act	21.60	Bored	York	9.60
AA-2	Paterson, 1919-20-21	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
D-2	Peerless, 1916-17, 56, Series 1 and 2	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Peerless, 1918-19, 56, Series 3 and 4	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
D-1	Pennsy, 1918	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
BB	Piedmont, 1917, 4-30	49-12	straight	Athlete	21.60	Bored	Zephyr	9.00
B-7	Piedmont, 1917-18, 4-30	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-2	Piedmont, 1919-20	49-11	spiral	Aid	19.80	Bored	Wren	9.00
AY	Pilot, 1916-17-18, 6-45	51-12	spiral	Knot	21.60	Bored	Rascal	9.60
A-1	Pilot, 1919-20, 6-45	53-12	spiral	Add	19.20	Bored	Zeal	7.20
B-7	Pontiac	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-6	Pontiac	54-12	straight	Beg	19.80	Bored	Welt	9.00
D-2	Premier, 1917, 6-B	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Premier, 1918, 6-C	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
B-7	Pullman Jr., 1915-16-17-18	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-6	Pullman Jr., 1915-16-17-18	54-12	straight	Beg	19.80	Bored	Welt	9.00
B-4	Pullman Jr., 1915-16-17-18	54-12	spiral	Happy	19.80	Bored	Salute	9.00
R	Regal, 1911-12-13-14, 30-35-40, L, LF, LO, LE, S, H, C	53-14	straight	Hunger	24.00	Bored	Shake	10.80
B-7	Regal, 1916-17, E-27, J-32	51-12	straight	Absorb	19.80	Bored	Yam	9.00
P	Roamer, 1917-18-19	53-12	spiral	Helmet	24.00	Bored	Scarf	11.40
AA-1	R and V Knight, 1920-21 4-R	45-10	spiral	Act	21.60	Bored	Yolk	9.60
AA-2	R and V Knight, 1920-21, 4-R	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
W	R and V Knight, 1920-21, 6-T	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
Q-2	Ross, 1915-16-17	51-11	spiral	Husband	22.80	Integral	Share	21.60
U-2	H. C. S. 1920-21-22	45-12	spiral	Hybrid	28.80	Bored	Shave	13.20
U-1	H. C. S. 1920-21-22	42-12	spiral	Hyena	28.80	Bored	Shawl	13.20
AT	Saxon, 1914, 4 cyl. A, A-1, A-2, A-3, B, B-1, B-2	60-12	straight	Dull	20.40	Bored	Tube	7.20
J-1	Saxon, 1916-17-18-19, 6 cyl. S-3T, S-4T, S-4S	57-12	spiral	Hand	24.00	Bored	Veil	9.60
B-4	Scripps-Booth, 1915-16-17, C-4, G-4, 6 cyl.	54-12	spiral	Happy	19.80	Bored	Salute	9.00
B-6	Scripps-Booth, 1915-16-17, C-4, G-4, 6 cyl.	54-12	straight	Beg	19.80	Bored	Welt	9.00
BA	Scripps-Booth, 1918, G-4	53-13	straight	Lackey	17.40	Bored	Quadroom	7.20
B-6	Seneca, 1917-18	54-12	straight	Beg	19.80	Bored	Welt	9.00
BB	Seneca, 1917-18	49-12	straight	Athlete	21.60	Bored	Zephyr	9.00
BC	Seneca, 1917-18	49-11	spiral	Attie	22.80	Bored	Zodiac	9.60
B-4	Seneca, 1917-18	54-12	spiral	Happy	19.80	Bored	Salute	9.00
B-2	Seneca, 1919-20-21	49-11	spiral	Aid	19.80	Bored	Wren	9.00
B-1	Seneca, 1919-20-21	52-11	spiral	Bin	19.80	Bored	Web	9.00



GIBSON RING GEARS AND DRIVE PINIONS

Symbol	Car Model	Ratio	Type	Code Word	List Price Ring Gears	Type	Code Word	List Price Pinions
D-3	Shaw, 1918-19	49-11	spiral	Herald	\$25.20	Integral	Shrew	\$14.40
T	Sheridan, 1920-21	42-9	spiral	Horn	21.60	Hub	Serene	13.20
B-3	Skelton, 1920-21	47-11	spiral	Bat	19.80	Bored	Whir	9.00
D-2	Standard, 1917	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Standard, 1918	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
W	Standard, 1919-20-21, 8-G, H, I, J	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
AU	Stearns Knight, 1916-17-18, L-4	54-12	spiral	Hypo	30.00	Hub	Sheep	20.40
BM	Stephens, 1917-18-19, 6-60, 6-70, 82 to 86							
	First Series	57-12	spiral	Mango	21.80	Bored	Silk	10.80
BG	Stephens, 1917-18-19, 6-60, 6-70, 82 to 86							
	First Series	55-12	spiral	Mall	24.00	Bored	Shutter	11.40
BL	Stephens, 1920-21, 4-80, 50	49-11	spiral	Manger	25.20	Bored	Signet	14.40
W	Stephens, 1920-21, 4-80, 90	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
Y-2	Studebaker, 1913-14-15-16-17-18, 4-35, 6-50, Series 18	52-14	straight	Egg	19.20	Bored	Toot	9.00
Y 1	Studebaker, 1913-14-15-16-17-18, 4-35, Series 18	52-13	straight	Knife	19.20	Bored	Rash	9.00
Y-3	Studebaker, 1913-14-15-16-17-18, 4-35, 6-50, Series 18	52-14	spiral	Lamb	19.20	Bored	Queen	9.00
U-3	Stutz, 1913-14-15-16-17, 4 cyl. E and F, Roadster	49-15	straight	Knave	28.80	Bored	Ransom	13.20
U-2	Stutz, 1918-19-20-21, G, H, K	45-12	spiral	Hybrid	28.80	Bored	Shave	13.20
U-1	Stutz, 1918-19-20-21, G, H, K	42-12	spiral	Hyena	28.80	Bored	Shawl	13.20
B-7	Texas	51-12	straight	Absorb	19.80	Bored	Yam	9.00
M	Tulsa, 1917-18	49-12	spiral	Box	19.80	Bored	Watt	9.00
B-4	Tulsa, 1918-19, 4	54-12	spiral	Happy	19.80	Bored	Salute	9.00
AA-1	Tulsa, 1919-20-21, E-2	45-10	spiral	Act	21.60	Bored	Yolk	9.60
A-1	Tulsa, 1919-20, DE	53-12	spiral	Add	19.20	Bored	Zeal	7.20
A-2	Tulsa, 1919-20, DE	57-12	spiral	Abbot	22.80	Bored	Zero	10.80
AA-2	Tulsa, 1919-20-21, E-2	38-8	spiral	Abroad	22.80	Integral	Yellow	21.60
L	Velie, 1916, 6-22	48-12	spiral	Draw	21.60	Bored	Twig	9.60
AY	Velie, 1916, 6-22	51-12	spiral	Knot	21.60	Bored	Rascal	9.60
D-2	Velie, 1917, 27	49-11	spiral	Herald	25.20	Integral	Walk	14.40
J-2	Velie, 1917-18-19, 6-28	57-12	spiral	Hand	24.00	Integral	Wick	14.40
J-4	Velie, 1918-19, 6-38	57-12	spiral	Hand	24.00	Integral	Quench	14.40
D-1	Velie, 1918-19, 6-39	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
E-1	Velie, 1920-21, 6-48	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Velie, 1920-21, 6-48	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
BE	Velie, 1920-21, 6-34	51-11	spiral	Magpie	24.00	Bored	Shrine	10.80
S	Vim Truck, 1916-17, Model 16-18	53-12	straight	Homer	20.40	Bored	Sepoy	8.40
O	Vim Truck, 1917-18-19-20-21, Model 20-21	63-12	straight	Heart	24.60	Bored	Savoy	10.20
D-2	Westcott, 6-1916-17	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-1	Westcott, 6-1918-19	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
W	Westcott, 1920-21, C-48	49-10	spiral	Khaki	25.20	Integral	Radish	14.40
E-1	Westcott, 1920-21, C-38	56-12	spiral	Handsel	21.60	Integral	Salary	12.85
E-2	Westcott, 1920-21, C-38	56-11	spiral	Hang	21.60	Integral	Salmon	12.85
BL	Westcott, 1920-21, C-48	49-11	spiral	Manger	25.20	Bored	Signet	14.40
B-7	Whitcomb	51-12	straight	Absorb	19.80	Bored	Yam	9.00
B-6	Whitcomb	54-12	straight	Beg	19.80	Bored	Welt	9.00
B-4	Whitcomb	54-12	spiral	Happy	19.80	Bored	Salute	9.00
AP-1	Willys-Knight, 84-B	48-12	spiral	Drip	21.60	Bored	Turk	10.20
D-2	Yale, 1917	49-11	spiral	Herald	25.20	Integral	Walk	14.40
D-3	Yellow Taxi Cab, 1918-19	49-11	spiral	Herald	25.20	Integral	Shrew	14.40
D-1	Yellow Taxi Cab, 1918-19, L, M	49-11	spiral	Herald	25.20	Integral	Scoop	14.40
W	Yellow Taxi Cab, 1920-21, O	49-10	spiral	Khaki	25.20	Integral	Radish	14.40

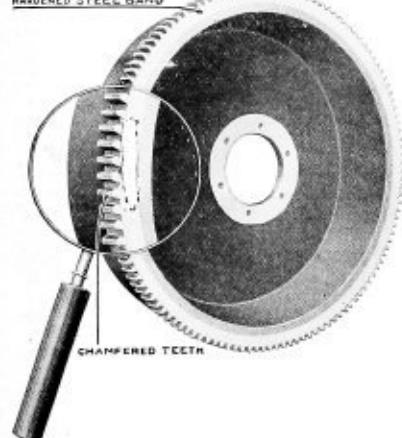
Partial Listing of Differential Cases, Side Gears, Side Pinions and Spider Crosses

No. List	Model	List	No. List	Model	List
1000.	No. 1 Differential as supplied on cars such as:		1002.	No. 5 Differential as used on cars such as:	
	American 1917-18, A & B			Auburn 1920-21	
	Elcar 1919 6-D & H			Paige 1919-20-21, 6-42	
	Jackson 1917-18-19			R. & V. Knight 1920-21, Four	
	Mitchell 1917-18-19, D40 Jr.			Differential Case, Flange Side	12.00
	Paige 1915-16-17-18, 6-26, 6-38			Differential Case, Plain Side	7.50
	Differential Case, Flange Side	\$12.00		Side Gear 18 Teeth	6.00
	Differential Case, Plain Side	7.50		Side Pinion 10 Teeth	1.00
	Side Gear 18 Teeth	6.00		Spider	3.60
	Side Pinion 10 Teeth	1.00	1003.	No. X-6 Differential as supplied on cars such as:	
	Spider	3.00		Chalmers 1917, 35-A	
1001.	No. 4 Differential as used on cars such as:			Saxon 1916-17-18-19 3-3T, 8-4T, 8-4S	13.20
	Bell 1920-21			Differential Case, One Piece	6.00
	Crow-Kirkhart 1919-20-21			Side Gear 20 Teeth	1.00
	Dixie Flyer 1919-20-21			Side Pinion 16 Teeth	4.20
	Differential Case, One Piece	13.20		Spider & Bolt	5.40
	Side Gear 15 Teeth	6.00	1009.	Studebaker Side Gear 21 Teeth	2.20
	Side Pinion 11 Teeth	1.60	1009.	Studebaker Side Pinions, Bushed 14 Teeth	3.00
	Pinion Shaft	1.50	1009.	Studebaker Spider	3.00



FLY WHEEL RING GEARS

HARDENED STEEL BAND



These steel cut gears replace worn or stripped cast iron gears on the fly wheel. They always fit all conditions and insure perfect entering of starter pinion. To install, place fly wheel on a lathe and turn off old cast iron gear to diameter stamped on the side of the steel ring gear. Heat steel gear to blue heat and shrink on in place where cast iron gear is turned off. No pinning is necessary if fly wheel is turned to correct size as shown on the steel gear.

These Fly Wheel Ring Gears are made of 1035 S. A. E. Steel, shaped to a ring, heat treated and electrically welded at the joint. The gear teeth are cut to accurate pitch and given a correct chamfer which insures perfect mesh with the starter pinion. The finished ring is hardened. The teeth are rounded to an angle of 45 degrees, which affords quietness of mesh and maximum strength in each tooth.

The alphabetical list of automobiles and motors shows the size gear required by each car and motor. The stock number indicates the number of teeth.

Car	Stock No.	Model and Year	List
Auburn	O	4-38, 1916, 4-36, 4-36M, 6-39B, 1915, 6-38, 1916, 6-39, 6-39H, 6-39R, 6-39K, 6-51	\$7.00
Buick	I9	E-35, E-38, D-35, 1917-22	7.30
	K15	D-45, D-44, 1916-17	7.20
	R3	B-55, C-55, D-55, D-54, E-44 to 50, 1914-21, H-44 to H-50, K-44 to K-50, Model 21, 44 to 50	7.30
Cadillac	O3	8 Cyl. All models, 1915-22	7.10
Chalmers	L6	35A, 35B, 35C, 6-30, 1916-22	7.80
Chandler	P3	6 Cyl. NS-6, 1917-19	7.00
Chevrolet	K	490, 1916-21	6.00
	T5	F, FA, FB, 1917-21	7.60
Cleveland 6	K13	All models, 1917-22	7.00
Cole	K11	8 Cyl. 8-60, 8-90, 1916-22	7.00
Dort	J3	Lycoming Motor "K"	6.00
Essex	J6	All models, 1918-21	6.20
Gardner	J3	4 Cyl. Lycoming Motor "K", 1920-22	6.00
Haynes	K6	37 to 55, 1917-22	6.30
Hudson	18	Super Sixes H, F, M, 6M, O, 1916-20	7.10
Hupmobile	K7	R Series, 1, 2, 3, 4Z, 1920-22	6.30
Jordan	O	M, Continental Motor 7-R, 1920	7.00
Lexington	O	Continental Motor 7-R, 1919-21	7.00
	O7	Continental Motor 7-W, 1918	7.50
Liberty	E2	Continental Motors 7-K, 10-A, 10-B, 1920-22	6.20
Maxwell	E5	Model 25, Last Series, 1921-22	6.00
Monroe	K16	M-4-6, S-7-9, 1917-22	7.20
Moon	O7	6-66 and 6-30, 1916-17-18	7.50
Nash	L4	681 to 697, 1916-22	7.60
Oakland	J7	32, 32B, 34, 34B, 34C, 6 Cyl., 1916-22	6.20
Oldsmobile	J1	All models 8 Cyl., 1916-21	7.20
	J7	37, 37A, 6 Cyl., 1917-20	6.20

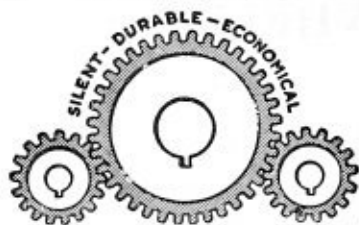
Car	Stock No.	Model and Year	List
Overland	B1	Small Four, 1920-21	\$5.60
	K12	75, 90, 75B, CC, 4 Cyl., 1916-19	6.30
	U7	82-6, 86-6, 88-6, 89-6, 1915-19	8.00
	T2	Willis Six 85-6, 1917	7.80
	T5	80-81, 83-4, 85-4, 4 Cyl., 1915-19	8.60
	T3	84, 88-4, 88-8, 1916-19	7.00
Paige	R2	6-38, 3-39, 644-642	7.80
	R2	6-51, 6-55, 1917-22	7.80
Stephens	O3	60, 65, 75, 76, Sallent Six, 1916-22	7.10
Studebaker	16	Light Six, 1920-22	7.00
	L7	Big Six, 1920-21	7.80
Velle	O7	22, 28, 38, 1916-19	7.50
	O2	27, 39, 1917-21	7.10
	O	6-48, 1920-22	7.00
Westcott	O7	4, 1, Continental 7-W, 1916	7.50
	O2	A-48, B-48, C-48, 1919-22	7.10
	O	B-C-38, Continental 7-R, 1920-22	7.00
Willis Knt.	T3	84, 88-4, 88-8, 1916-19	7.90
	K1	Model 20, 4 Cyl., 1920-22	6.60
Winton	T6	17C, D, 20, 21, 1912-15	8.00
	15	20, 21-A, 22, 22-A, 1915-19	8.00
	L12	24, 25, 40, 1920-22	9.20

PROMINENT MOTORS

Buda	D143	HU, ATU, BTU, CTU, DTU, ETU, FTU, HTU, IU, ITU, XU, NTU, YU, YTU	\$9.00
Continental	I9	6A	7.20
	O	7R, SR	7.00
	O2	9N, 10N	7.10
	O7	6N, 7N, 6R, 7W, 9W, 6S	7.50
	U10	C, C4, E7	10.00
Falls	H5	XV, R, R1	7.00
Lycoming	J4	DXU	6.00
	J3	K	6.00
Northway	K11	310	7.00
Rutenber	O	22, 25	7.00



SILENT TIMING GEARS



These gears are made of a laminated material, built up section by section and impregnated with a filling mixture, united by pressure and heat, resulting in a gear that is silent, wear-resisting, unaffected by oil, heat or gas, and able to withstand successfully the wear put upon a timing gear. They are guaranteed not to warp, swell, alter in face or become noisy.

Each gear for every type of automobile is made according to accurate measurements and machined with a degree of precision not found in ordinary gears. They are made in the combinations necessary to supply a noiseless gear train for every type of car.

Install these gears in all your overhauling work and be assured of absolutely silent and satisfactory results.

Thousands of sets of these Silent Timing Gears that have given over 50,000 miles of silent service are positive proof of their durability.

THE FOLLOWING IS, IN NO EXTENT, OUR ENTIRE LINE, BUT IS OUR LIST OF GEARS OF WHICH A LARGE STOCK IS MAINTAINED SO THAT SHIPMENTS CAN BE MADE SAME DAY RECEIVED

MAKE OF CAR	MODEL	YEAR	MOTOR	Gears Necessary to Secure a Silent Train	Stock No.	Price	MAKE OF CAR	MODEL	YEAR	MOTOR	Gears Necessary to Secure a Silent Train	Stock No.	Price
ABBOTT	6-44	1917-19	Cent. 7W	Camshaft	312	\$22.50	Bush	6 Cyl.	1917-21	Cent. 7W	Camshaft	312	\$22.50
Abbott	6-60	1917-19	Cent. 7W	Camshaft	311	24.00	Bush	6 Cyl.	1917-21	Rutemher	Cam. Cr. & Gen.	310	18.00
Acc.	L	1921-22	H. S. 11000	Camshaft	472	22.50	Bush	4 Cyl.	1917-21	Lycorning	Cranks & Gen.	360	10.50
Allen	22, 34, 37, 41	1918-20	Own	Idler	465	16.50	CASE	EU, V, 50	1917-22	Cent. 7N, 8N	Camshaft	311	24.00
Allen	31	1917-20	Own	Idler	464	16.50	Case	X	1921-22	Cent. 7R	Idler	313	16.00
American	A, B	1917-20	Rutemher	Cam. Cr. & Gen.	310	18.00	Chalmers	26A, 26B	1920-22	Own	Camshaft	473	15.00
American	C	1920-21	H. S. 11000	Camshaft	472	22.50	Chalmers	Special	1920-22	Lycorning	Cranks & Gen.	360-B	12.50
American Beauty	SE, F, G	1918-20	Cent. 7W	Camshaft	312	22.50	Chrysler	550	1920-22	H. S. 7000	Camshaft	472	22.50
American Beauty	SE, F, G	1918-20	Rutemher	Cam. Cr. & Gen.	310	18.00	Chrysler	FA, FB, B, Gr	1918-22	Own	Cranks & Gen.	341	9.00
Anderson	200A, B, C	1917-18	Cent. 7W	Camshaft	312	22.50	Chevrolet	Baby Grand	1914-16	Own	Cranks & Gen.	342	10.00
Anderson	6030, 40	1920-21	Cent. 7R	Idler	313	16.00	Chevrolet	4-4	1921-22	H. S. 11000	Camshaft	472	22.50
Anderson	400A, 70	1919-22	Cent. 9N	Camshaft	311	24.00	Chevrolet	K4	1920-22	H. S. 7000	Camshaft	472	22.50
Asplund	6 & 8 Cyl.	1917-22	Own	Camshaft	467	10.00	Chevrolet	8 Cyl.	1916-22	Northway 8	Camshaft	312	22.50
Auburn	6-20	1916-19	Rutemher	Cam. Cr. & Gen.	310	18.00	Chevrolet	D, E & C	1916-22	Cent. 7W	Camshaft	312	22.50
Auburn	6-44	1917-19	Cent. 9N	Camshaft	311	24.00	Columbia	29-C, 32, 33, CC	1920-22	Cent. 7R	Idler	313	16.00
Auburn	6-1904 & K	1917-19	Cent. 7W	Camshaft	312	22.50	Columbia	45-R	1919-22	Rutemher	Cam. Cr. & Gen.	310	18.00
Auburn	6-51	1916-22	Cent. 7R	Idler	313	16.00	Columbia	C-40, 52, 53	1919-22	Cent. 9N	Camshaft	311	24.00
BAV STATE		1921-22	Cent. 7R	Idler	313	16.00	Commonwealth	32, 45, 42	1917-22	Lycorning	Cranks & Gen.	360-B	10.50
Bentley	1920-22	Cent. 7R	Idler	313	16.00	Commonwealth	42, 45	1921-22	H. S. 7000	Camshaft	472	22.50	
Bentley	4-12	1920-22	H. S. 7000	Camshaft	472	22.50	Continental Motor	7-W	(See Note 1)	Camshaft	312	22.50	
Bentley	6-50	1920-22	H. S. 11000	Camshaft	472	22.50	Continental Motor	9N, 7-N	(See Note 2)	Idler	310	18.00	
Bentley	1 Cyl.	1918-22	Lycorning	Cranks & Gen.	360	10.50	Continental Motor	7-R (45 teeth)	1919-20	(See Note 3)	Idler	313	16.00
Bentley	8 Cyl.	1919-22	H. S. 11000	Camshaft	472	22.50	Continental Motor	11-N	1918-19	Trucks (See Truck List)	Idler	500	24.00
Bentley	17, 17B	1918-20	Cent. 7W	Camshaft	312	22.50	Continental Motor	B-2	1917-21	Trucks (See Truck List)	Idler	502	21.00
Bentley	18-40, 21-45	1917-22	Cent. 7R, 9N	Camshaft	311	24.00	Continental Motor	C-2	1919-21	Trucks (See Truck List)	Idler	505	22.50
Bentley	20	1923-22	Cent. 7R	Idler	313	16.00	Continental Motor	E-4	1919-21	Trucks (See Truck List)	Idler	512	21.00
Bentley	2 Cyl.	1923-22	Lycorning	Cranks & Gen.	360	10.50	Crawford	6-40	1916-20	Cent. 7W	Camshaft	312	22.50
Bentley	8-24-25	1921-21	Own	Cranks and Gen.	516	13.50	Crawford	6-40	1917-21	Cent. 9N	Camshaft	311	24.00
Bentley	1921-21	Own	Cranks and Gen.	517	13.50	Crow-Elkhart	4 Cyl.	1918-22	Lycorning	Cranks & Gen.	360-B	10.50	
Bentley	D, E, H, & K	1916-20	Own	Cranks & Gen.	321	9.00	Crow-Elkhart	6 Cyl.	1920-22	H. S. 11000	Camshaft	472	22.50
Bentley	(Ratio 30-60-20)	1916-20	Own	Cranks & Gen.	321-A	9.00	Crow-Elkhart	6 Cyl.	1919-21	Rutemher	Cam. Cr. & Gen.	310	18.00
Bentley	(Ratio 27-54-13)	1921-22 Series	Own	Cam. Cr. & Gen.	322	17.25	DAVIS	6-45	1916-19	Cent. 7-W	Camshaft	312	22.50
Bentley	D 44 to 50	1916-17	Own	*Metal Cam.	323	4.50	DAVIS	J. R. JM	1917-19	Cent. 7-N	Camshaft	311	24.00
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	323-A	4.50	DAVIS	51, 55, 61 67	1919-22	Cent. 7-R	Camshaft	313	18.00
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324	4.50	DAVIS	6-45	1917-18	Cent. 7-W	Camshaft	312	22.50
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1918	1918	Lycorning	Cranks & Gen.	360	10.50
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324	4.50	DAVIS	1919-22	H. S. 7000	Camshaft	472	22.50	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Lycorning	Cranks & Gen.	360	10.50	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Lycorning	Cranks & Gen.	360	10.50	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 27-54-13)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	D, E, H, & K, 44 to 50	1916-20	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22	Own	Camshaft	473	15.00	
Bentley	(Ratio 30-60-20)	1916-17	Own	*Metal Cam.	324-A	4.50	DAVIS	1919-22					



PERFECTION SILENT TIMING GEARS

MAKE OF CAR	MODEL	YEAR	MOTOR	Gears Necessary to Secure a Silent Train	Stock No.	Price	MAKE OF CAR	MODEL	YEAR	MOTOR	Gears Necessary to Secure a Silent Train	Stock No.	Price
Elgin	Wag. Gen.	1917-22	Falls	Crank. & Gen.	366-B	\$11.25	Neuma	A & B	1919-19	Cent. 7-W.	Camschaft	312	\$22.50
Empire	6-70, 73	1917-19	Cent. 7-W.	Camschaft	312	22.50	Neuma	C	1920-21	Cent. 7-R.	Idler	313	\$16.00
Empire	6-70	1917-19	Rutenber.	Cam. Cr. & Gen.	311	18.00	Norwalk	C	1920-21	Cent. 7-W.	Idler	313	\$16.00
Essex	All	1919-22	Own	Crank. & Gen.	361	12.00	Norwalky	6 Cyl. Motor	(See Note 10)	Cam. Cr. & Gen.	426	17.00	
Essex	All	1919-22	Own	Iron Castshaft	311	7.00	Norwalky	Baby Grand	(See Note 11)	Crank. & Gen.	312	18.00	
FALLS MOTOR	West. Gen.	(See Note 4)	Crank. & Gen.	366-A	10.50	OAKLAND	32, 32-8, 30-B, 24-C	1916-21	Norwalky 6-C	Cam. Cr. & Gen.	426	17.00	
Falls Motor	Wag. Gen.	(See Note 5)	Crank. & Gen.	366-B	11.25	OAKLAND	6 Cyl.	1917-21	Norwalky 6-C	Cam. Cr. & Gen.	426	17.00	
Ford	C-23-21	1920-21	Cent. 9N	Camschaft	311	26.00	OAKLAND	Small 8	1916-21	Own	Crankschaft	426	9.00
Ford	Starter models	1916-22	Own	Camschaft	368	10.00	OAKLAND	Large 8	1916-22	Own	Camschaft	473	24.00
Franklin	Crank Models 9-A-8-B	1916-22	Own	Camschaft Ring	507	10.00	OAKLAND	4 Cyl.	1920-21	Norwalky Baby Grand	Crank. & Gen.	312	18.00
GARDNER	All	1919-22	Lycerning	Crank. & Gen.	360	10.50	Overland	4 (fine teeth)	1919-20	Own	Crank. & Gen.	423	9.00
Gemina	A-15	1919-22	Rutenber.	Cam. Cr. & Gen.	310	18.00	Overland	4 (fine teeth)	1919-20	Own	Crank. & Gen.	423	9.00
Glide	6-40	1916-20	Rutenber.	Cam. Cr. & Gen.	310	18.00	Overland	4 coarse teeth	1921-22	Own	Crank. & Gen.	421	9.00
Grant	West. Gen.	1917-21	Falls	Crank. & Gen.	366-A	10.50	Overland	4 coarse teeth	1921-22	Own	Crank. & Gen.	421	9.00
Grant	Wag. Gen.	1916-21	Falls	Crank. & Gen.	366-B	11.25	Overland	55, 65, 79, 80, 81, 63, 65-4	1916-18	Own	Crank. & Gen.	423	10.50
H. C. S.	All Models	Own	Idler	505	22.50	Overland	55, 65, 79, 80, 81, 63, 65-4	1916-18	Own	Crank. & Gen.	423	10.50	
Holiday	6 Cyl.	1919-20	Rutenber.	Cam. Cr. & Gen.	310	18.00	Overland	55-8	1917-13	Cent. 7-W.	Camschaft	312	22.50
Holiday	6 Cyl.	1919-20	Cent. 7-W.	Camschaft	312	22.50	Overland	55-8	1917-13	Cent. 7-W.	Camschaft	312	22.50
Hudson	6 Cyl.	1919-20	Cent. 7-W.	Camschaft	312	22.50	PAIGE	6-65 (40 teeth)	1920-22	Cent. 8-A	Idler	439	17.50
Hudson	6-54, 64-A, 60	1920-21	Cent. 7-R.	Idler	313	16.00	PAIGE	6-55, 45, 51	1920-22	Cent. 7-N, 9-N	Camschaft	311	24.00
Hynes	A-42	1920-22	H. S. 7000	Camschaft	472	22.50	PAIGE	6-38, 38, 39, 40	1920-22	Rutenber.	Cam. Cr. & Gen.	426	17.00
Herschel-Spillman 11800 Motor	6 Cyl.	1916-22	Own	Crank. & Gen.	379	12.75	PAIGE	6-42, 41	1920-22	Own	Cam. Cr. & Gen.	425	24.00
Herschel-Spillman 11800 Motor	(See Note 6)	Camschaft	472	22.50	PAIGE	6 Cyl.	1918-20	Cent. 7-W.	Camschaft	312	22.50		
Highlander	6 Cyl.	1919-20	Cent. 7-W.	Camschaft	312	22.50	PAIGE	6 Cyl.	1918-20	Rutenber.	Cam. Cr. & Gen.	310	18.00
Holter	206-206-B	1916-20	Cent. 7-W.	Camschaft	312	22.50	PAIGE	6 Cyl.	1918-20	Rutenber.	Cam. Cr. & Gen.	310	18.00
Holter	Super 6	1917-22	Cent. 7-W.	Camschaft	312	22.50	PAIGE	6 Cyl.	1918-20	Rutenber.	Cam. Cr. & Gen.	310	18.00
Hudson	Super 6	1917-22	Cent. 7-W.	Camschaft	312	22.50	PAIGE	6 Cyl.	1918-20	Rutenber.	Cam. Cr. & Gen.	310	18.00
Hudson	6-15-16	Own	Camschaft	374-A	24.00	PAIGE	6 Cyl.	1918-20	Rutenber.	Cam. Cr. & Gen.	310	18.00	
Huffman	6-R	1920-22	Cent. 7-W.	Idler	313	16.00	PAIGE	6 Cyl.	1918-20	Rutenber.	Cam. Cr. & Gen.	310	18.00
Huffman	6-W	1919	Cent. 7-R.	Camschaft	312	22.50	PAIGE	6 Cyl.	1918-20	Rutenber.	Cam. Cr. & Gen.	310	18.00
IMPERIAL	6-58	Rutenber.	Cam. Cr. & Gen.	310	18.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50	
JACKSON	6-38	1919-22	Cent. 7-R.	Idler	313	16.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jackson	6-38	1919-20	H. S. 11000	Camschaft	472	22.50	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jackson	4 Cyl.	1920-21	H. S. 7000	Camschaft	472	22.50	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jackson	4 Cyl.	1920-21	Lycerning	Crank. & Gen.	360	10.50	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jewett	6 Cyl.	1922	Own	Camschaft	475	24.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jones	2B-A, 20-B	1916-20	Cent. 9-N	Camschaft	311	24.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jordan	M	1917-18	Cent. 9-N	Camschaft	311	24.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jordan	M	1919-21	Cent. 9-N	Camschaft	311	24.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Jordan	F	1920-21	Cent. 7-R.	Idler	313	16.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
KISSEL	6 Cyl.	1916-23	Own	Camschaft	409	24.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Kline	J-35, K-55	1920-22	Cent. 7-W.	Idler	313	16.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Kline	F. G. H.	1917-19	Cent. 7-R.	Camschaft	312	22.50	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Keworth	6-55	1920-21	Cent. 9-N	Camschaft	311	24.00	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
Kurtz	6	1921-22	H. S. 11000	Camschaft	472	22.50	Piedmont	6 Cyl.	1917-19	Lycerning	Crank. & Gen.	360	10.50
LEXINGTON	6-18, 17, R-18, R-19	1916-19	Cent. 7-R.	Camschaft	312	22.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Lexington	6-R & 6	1919-21	Cent. 7-R.	Idler	313	18.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Lexington	6 Cyl.	1920-22	Ansted	Crankshaft	490	10.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Leach	20-A, 999	1919-22	Cent. 9-N	Camschaft	311	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Liberty	10-A, 18-B	1917-19	Cent. 7-W.	Camschaft	312	22.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Liberty	10-C, 10-D	1919-22	Crank. & Gen.	2 Camschafts	415	59.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Lecornobile	RD 167-3E	1916-17	Own	2 Camschafts	415	59.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Lecornobile	M4B	1918-22	Own	2 Camschafts	415	59.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Lone Star	21-T	1919-21	Lycerning	Crank. & Gen.	360	10.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Lycerning	K, 1/2" bore in Gen. Gear	(See Note 8)	Crank. & Gen.	366-B	10.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00	
Lycerning Motor	K, 3/4" bore in Gen. Gear	(See Note 8)	Crank. & Gen.	366-B	10.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00	
Lycerning Motor	K	1917-22	(See Notes 8 & 9)	Camschaft	504	22.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
MADISON	6 Cyl.	1916-20	Rutenber.	Cam. Cr. & Gen.	310	18.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Madison	West. Gen.	1918-21	Falls	Crank. & Gen.	366-A	10.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Madison	Wag. Gen.	1916-17	Rutenber.	Cam. Cr. & Gen.	310	18.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Marian Handley	A-40	1917-19	Cent. 9-N	Camschaft	311	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Marion Handley	6-B, 18-B	1916-19	Own	Camschaft	402-A	22.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Marron	34	1916-19	Own	Camschaft	402-A	22.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Marshall	4 Cyl.	1920-22	Lycerning	Crank. & Gen.	360	10.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Maxwell	1915-21	Own	Crank. & Gen.	406	15.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00	
Maxwell	1915-23	Own	Idler	313	16.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00	
Metropolitan	65-61	1922	Cent. 9-N	Camschaft	311	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Metz	Master 6	1917-22	Rutenber.	Cam. Cr. & Gen.	310	18.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Midland	6-A	1919	Cent. 7-W.	Camschaft	312	22.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Nichol	Remy, Gen.	1916-21	Crank. & Gen.	366-B	11.25	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00	
Nichol	Wag. West	Own	Crank. & Gen.	366-B	11.25	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00	
Nichol	Salt. Gen.	1916-21	Own	Crank. & Gen.	366-B	11.25	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Nichol	All	1917-23	Own	Crank. & Gen.	366-B	11.25	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Nichol	Series 3	1920-21	Cent. 7-R.	Idler	313	16.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Nichol	6-48	1920-22	Cent. 7-R.	Camschaft	312	22.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Nichol	6-66-68	1917-23	Cent. 9-N, 7-N	Camschaft	312	22.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Nichol	6-65	1916-17	Rutenber.	Cam. Cr. & Gen.	310	18.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
Nichol	6 Cyl.	1916-17	Own	Crank. & Gen.	366-B	11.25	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
NASH	4 & 6 Cyl.	1917-22	Own	Crankshaft	414	7.50	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	A.F. All	1917-20	S-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National	6 Cyl.	1917-20	Cent. 11-N	Camschaft	438	24.00	SAWYER	6 Cyl.	1920	Rutenber.	Cam. Cr. & Gen.	310	18.00
National													

★ These composition gears are not guaranteed when run in mesh with aluminum gear. Reshore aluminum gear with cast iron.

NOTE 4—Falls Motor equipped with Westinghouse Generator used on: Biga 1917-21; Grant 1917-21; Maibohm 1918-21; Velle 1920-21.

NOTE 5—Falls Motor equipped with Wagner Generator used on: Elgin 1917-21; Grant 1917-20; Moulton 1918-21

NOTE 6—Hershell-Saillman 7030 Motor used on: Bell 1920-22; Birch 1918-22; Champion 1920-22; Climber 1920-22; Commonwealth 1921-22; Dixie Flyer 1919-22; Hatfield 1920-22; Loewin 1920-22; Tulsa 1919-21.

NOTE 7—Herschell-Spillman 11000 Meter used on: Ace 1921-22; Birch 1919-22; Climber 1921-22; Crow Elkhart 1929-32; Kurtz 1921-22; Pilot 1921-22; Raleigh 1921-22; Winther 1921-22.

NOTE 6—Lycamg K Motor with 3/4-inch bore generator gear tried on: Birch 1918-22; Bradley 1920-22; Bush 1917-21; Dixie Flyer 1918; Dorr 1917-22; Elear 1918-22; Gardner 1919-22; Jackson 1920-21; Lone Star 1920-21; Marshall 1920-22; Normak 1919-22; Penn. 1917; Piedmont 1917-21; Sheldon 1920-22; Texas 1918-21; Tulsa 1918-19.

NOTE 10—Northway G-cyt. Motor used on: Oakland 1916-21; Oldsmobile 1917-21; Scripps-Booth 1918-20.

NOTE 11.—Northway Baby Grand N-bar used on: Chevrolet 1918-22; Oldsmobile 1920-21; Scripps-Booth 1917-19; Sheridan 1920-21

NOTE 12.—Rutens 23-25 Meter used on: American 1917-20; American Beauty 1918-20; Auburn 1914-19; Bush 1914-21; Crow Elbert 1919-21; Columbia 1919-22; Empire 1917-19; Genorimo 1913-22; Glide 1916-20; Halliday 1919-22; Imperial, Madison 1916-20; Marion Handley 1916-17; Meta 1917-22; Moore 1919-20; Page 1914-19; Pan American 1918-20; Sayers 1917-21; Wallman 1922.



GIBSON TIMING CHAINS



Note: The digits separated from the rest of the chain number by a dash, denote the length of the chain in pitches.

	Model	Shaft	Chain No.	List Price
CADILLAC—				
1913		Fan	M215-58	\$6.31
1913		Cam	M219-57	7.56
1914		Fan	M219-55	7.37
1914		Cam	M219-58	7.77
1915-19	51-58	Fan	M219-57	7.56
1915-19	51-58	Cam	M223-56	8.79
1920-22	59-61	Fan	M219-55	7.37
1920-22	59-61	Cam	M223-54	8.48
CHANDLER—				
1916-22		Cam	L211-50	7.85
1916-22		Magneto	L109-68	6.92
1916-22		Pump	L109-60	6.09
CHALMERS—				
	6-cyl.	Cam	M219-71	9.44
CLEVELAND—				
	6-cyl.	Cam	M219-71	9.44
COLE—				
	8-60	Starter	W107-76	5.00
DODGE—				
1917 up to 1918-22	234901	Starter	W107-84	4.90
		Starter	W107-82	4.83
DORT—				
1915-16		Starter	A108-76	7.64
1915-16		Starter	A108-78	7.85
EMPIRE—				
1915-16		Cam	A107-54	4.44
1915-16		Starter	A107-72	5.73
1915-16		Starter	A107-76	6.03
1915-16		Starter	A107-78	6.20
1915-16		Starter	A107-80	6.36
FRANKLIN—				
	9A Late	Starter	W107-78	5.14
	9B Early	Starter	W107-72	4.73
	9B Late	Starter	W110-86	7.17
	9A Early	Starter	W110-71	5.91
GRANT—				
1914-15		Starter	A108-78	7.85
HUPMOBILE—				
	H	Cam	C207-72	7.83
	H	Generator	C204-40	3.72
	K	Starter	C914-6-84	9.74
	K	Cam	C209-74	10.05
1st 15,000	N	Cam	M223-72	11.30
1st 15,000	N	Generator	M215-57	6.20
Later Cars	N	Cam	M223-71	11.14
Later Cars	N	Generator	M215-55	5.98
	R	Cam	M219-74	9.61
HAYNES—				
1917-21	12-cyl.	Cam	M223-75	11.77
1922	75	Cam	L111-108 Duplex	12.64



	Model	Shaft	Chain No.	List Price
HOLMES—				
1917-21		Starter	L107-90	\$7.15
JEFFERY—				
	6-cyl.	Cam	M219-63	8.37
JORDAN—				
1922		Cam	M223-63	9.95
KING—				
1914		Generator	A105-64	3.86
1915-16		Cam	L209-62	8.23
1915		Generator	L105-70	4.23
1916		Generator	L207-36	3.91
1917-19	EEFG	Generator	M215-36	3.91
1917-19	EEFG	Cam	M219-62	8.23
1920-21		Generator	W207-36	3.91
1920-21		Cam	W209-62	8.23
LAFAYETTE—				
1921		Fan	M219-54	7.17
1921		Cam	M223-60	9.42
LINCOLN—				
		Cam	M223-79	12.40
LOZIER—				
1914-18		Cam	M219-79	10.50
LYCOMING MOTOR—				
1914		Starter	FL109-76	7.73
MITCHELL—				
1916		Starter	W112-8-84	10.85
MARATHON—				
1916		Starter	FL109-76	7.73
MERCER—				
1916	22-70	Cam	L211-58	9.11
1917		Cam	L211-55	8.62
1918-22		Cam	L211-59	9.25
1918-22		Generator	L107-60	4.76
METZ—				
		Rear Drive	L211-188	29.51
NATIONAL—				
	12-cyl.	Cam	M219-64	8.50
	6-cyl.	Cam	M223-75	11.77
NORTHWAY MOTOR—				
1915		Generator	C207-60	6.52
1915		Cam	C213-50	10.07
OAKLAND—				
1916		Starter	W107-76	5.00
1922	6-44	Cam	M219-63	8.37
OLDSMOBILE—				
1915-16	44		W107-76	5.00
OVERLAND—				
	90	Generator	W103-64	2.35
	75	Generator	W103-66	2.44
	85	Generator	W105-84	4.20
	83	Generator	W105-82	4.09



GIBSON TIMING CHAINS

	Model	Shaft	Chain No.	List Price		Model	Shaft	Chain No.	List Price	
PACKARD—	12-cyl.	Cam	M223-79	\$12.40	STUDEBAKER—	6-cyl.	Cam	M223-71	\$11.14	
	125&135									
	12-cyl.	Cam	M223-78	12.25	SCRIPPS-BOOTH—	1915-16	Starter	A620-84	6.68	
	Later Single 6	Cam	M223-59	9.25						
		Magneto	FL105-40	2.58	STERLING—	1921	Cam	M219-67	8.90	
PAIGE-DETROIT—					TEMPLAR—	1916-22	Cam	M223-65	10.21	
1914-15	Generator	L103-64	2.35							
PATHFINDER—	6-cyl.	Cam	M219-73	9.69	WILLYS-KNIGHT—	84	Cam	L109-64	6.51	
PULLMAN—						84	Generator	L107-68	5.40	
1915-18	Starter	A107-66	5.25	88-4		Cam	L109-64	6.51		
ROCHESTER-DUESENBERG—						88-4	Generator	L107-68	5.40	
1919-20	Cam	L209-81	10.75	88-8		Cam	L109-64	6.50		
SIMPLEX—						88-8	Generator	L111-60	7.00	
1915-16	Cam	L211-58	9.11	1920-21		Domestic 20	Cam	L107-84	6.68	
1915-16	Generator	L105-44	2.66	1920-21		Domestic 20	Coupling	L105-21	1.26	
1915-16	Magneto	L109-66	6.65	1920-21		Export 20	Cam	L107-88	7.00	
STEARNS—						1920-21	Export 20	Coupling	L105-29	1.74
1913-20	4-cyl.	Cam	M215-54	5.88		1922	20-A	Cam	L109-84	8.54
	Early					1922	20-A	Coupling	L105-21	1.26
1920	4-cyl.	Cam	M219-54	7.17	WINTON—	1916-19	24-24A	Cam	M223-69	10.91
	Late					1920-21	25-26	Cam	M225-69	12.49
	4-cyl.	Pump	M215-56	6.08						
	8-cyl.	Cam	M219-62	8.25						
1915-17	8-cyl.	Cam	M223-65	10.21						
1918-22	8-cyl.	Cam								
SAXON—		Generator								
	B-5 4-cyl.	N-2-279	W105-84	4.20						
	B-7 4-cyl.	N-2-279	W105-84	4.20						
	S4R 6-cyl.	N-2-279	W105-84	4.20						
	B-6 4-cyl.	N-2-279	W105-84	4.20						
	S3T 6-cyl.	N-2-279	W105-84	4.20						
	S4T 6-cyl.	N-2-279	W105-84	4.20						
	S4S 6-cyl.	N-2-279	W105-84	4.20						
	Y18T 6-cyl.	N-2-279	W105-84	4.20						
	FY18T	N-2-279	W105-84	4.20						
		Generator								
	1916	14 4-cyl.	N-2-262	W105-94	4.76					
		B 4-cyl.	N-2-262	W105-94	4.76					
		B1 4-cyl.	N-2-262	W105-94	4.76					
		15 4-cyl.	N-2-262	W105-94	4.76					
		Starter								
1915	S	N-1-1086	W107-84	5.53						

Timing Chain Table of Sizes

Chain No.	Pitch	Width	Type	Chain No.	Pitch	Width	Type
M215	1/2 in.	1	Center Guide	W107	3/8 in.	3/4	Side Guide W
M219	1/2 in.	1 1/4	Center Guide	W109	3/8 in.	1	Side Guide W
M223	1/2 in.	1 1/2	Center Guide	W112-8	3/8 in.	1 1/4	Side Guide W
M225	1/2 in.	1 3/4	Center Guide	W207	1/2 in.	1	Side Guide W
L205	1/2 in.	3/4	Side Guide L	W209	1/2 in.	1 1/4	Side Guide W
L207	1/2 in.	1	Side Guide L	W423	3/4 in.	3	Side Guide W
L209	1/2 in.	1 1/4	Side Guide L	A103	3/8 in.	1 1/4	Side Guide A
L211	1/2 in.	1 1/2	Side Guide L	A105	3/8 in.	1 1/2	Side Guide A
L105	3/8 in.	3/4	Side Guide L	A107	3/8 in.	3/4	Side Guide A
L107	3/8 in.	1	Side Guide L	A108	3/8 in.	7/8	Side Guide A
L109	3/8 in.	1 1/4	Side Guide L	A109	3/8 in.	1	Side Guide A
L111	3/8 in.	1 1/2	Side Guide L	A108-8	3/8 in.	3/4	Side Guide A
W103	3/8 in.	1 1/4	Side Guide W	A810-8	7/16 in.	1	Side Guide A
W105	3/8 in.	1 1/2	Side Guide W				



Gibson Multiple Disc Clutch Facings



These facings are made of the highest quality material which is treated by a special process. Special machinery makes it possible to guarantee to 5/1000 of an inch to measurement.

(Partial Listing Taken From Our Complete Line)

Size	List
6-2x2x1/2	Reo \$0.57
7-2x5-2x5/32	Buick ..... .75
7-2x5-2x1/2	Borg-Beck Clutch ..... .86
7-2x5-2x9/64	Cadillac ..... .80
7-2x5-2x1	Cadillac and Marmon ..... .88
7-2x5-7/16x1/2	Overland 4 ..... .95
8x6x1	Chandler, Monroe, Stewart Truck ..... .80
8x6x5/32	Republic Truck ..... .92
8x6x11/64	Packard ..... .97
8x6x3/16	International Truck 1.12
8-2x6-2x5/32	Lexington 1.00
8-5/16x17/32x1/2	Lexington 1.06
8-7/16x6-1x5/32	Jordan, Brown-Lipe, G. M. C., Peerless 1.06
9x6-1x1	Dodge 1.09
9x6-2x1	Dodge 17-22 1.09
9x7-11/32x5/32	Chalmers ..... .92
9-2x7-2x1	Hupmobile 1.10
9-11/16x6-11/16x1/2	Borg-Beck Clutch 1.30
9-2x6-2x1	Borg-Beck Clutch 1.30
9-2x6-2x1/2	Franklin, Grant, Haynes 1.30
9-2x6-2x1	Stewart Truck 1.35
11-3/16x8-3/16x1/2	National 2.00
11-2x7-1x1	Borg-Beck Clutch 1.75
11-2x8-2x1	Indiana Truck, Service Truck 1.75
15-2x10-1x1	White Truck 4.35

100 or more assorted 10% additional

Cone Clutch Facings

For Cars Using Cone Clutch

A combination of carefully selected specially tanned leather and textile—really merged into one element under 3,000 pounds hydraulic pressure—with a leather face for the clutch and a textile back next to cone.

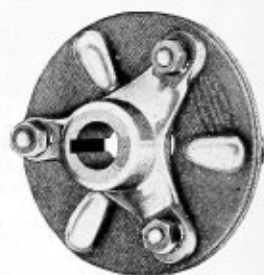
(Partial Listing Taken From Our Complete Line)

No.	List
No. 111-F, Buick D-45, 1916; D-45, 1917	\$3.67
No. 112-F, Buick 24, 25, 34, 35, 36, D-24, C-24, C-25	3.94
No. 115-F, Chevrolet 490	4.25
No. 116-F, Chevrolet F.A., F.B., Baby Grand	2.44
No. 125-F, Cole 8 cyl. 40,000; 50,000; 60,000 and 70,000 Series, 1917-21	3.40
No. 126-F, Cole 27,000 and 30,000 Series, 1915-16	2.60
No. 129-F, Dodge, all one facing	2.20
No. 131-F, Dort, all one facing	2.40
No. 136-F, Grant, all one facing	2.40
No. 137-F, Gramm-Bernstein, all one facing	6.82
No. 138-F, Garford 8-2	2.73
No. 139-F, G. M. C. Truck 612	3.56
No. 139-AF, G. M. C. Truck 615	3.58
No. 142-F, Interstate, all one facing	3.02
No. 143-F, Kelly-Springfield, all one facing	2.20
No. 147-F, Maxwell, all one facing	2.20
No. 148-F, Monroe M-2	1.67
No. 151-F, Marmon 34, 1916-1919	3.41
No. 157-F, Oldsmobile 44, 45-A, 45-B	2.89
No. 158-F, Oldsmobile 42-43	3.18
No. 163-F, Oakland 32, 34, 34-B	1.76
No. 167-F, Overland 75, 75-B, 60	2.26
No. 168-F, Overland, all models, except 75, 75-B, 90, 1920-21, 4-cylinder	2.44
No. 172-F, Scripps-Booth 1919-20	1.76
No. 174-F, Stutz, all one facing	4.16
No. 178-F, Studebaker 1916-17, SF 4 cyl., all 6 cyl. 1914-21	3.96
No. 179-F, Vito, all one facing	2.86
No. 181-F, Studebaker 1920, 811 4 cyl.	2.93

50 or more, 10% extra discount.

Thermoid Hardy Universal Joints

The Thermoid Hardy Universal Joint is a coupling in which the ends of the shafts are permanently bolted to discs of flexible fabric in such a manner that there is not metal-to-metal bearing surfaces. Friction is thus entirely eliminated and no lubrication whatever is necessary. The result is a pliable joint of enormous strength and great durability, which requires no protection and no attention.



Single	List
Anderson 1920-21-22	G-92 \$1.18
Briscoe (Earl) 1920-A-34, 1921	G-102 1.18
Chandler 1920-21-22	G-94 1.56
Cunningham 1920 V-4, 1921-22	H-88 1.94
Durant 1920	F-73 1.10
Elgin 1920-21-22	G-39 1.56
H. H. Franklin All Models	G-4 1.98
Gramm-Bernstein 15, 14 ton	H-88 1.94
Gramm-Bernstein 21 & 35 ton	J-47 2.92
Gramm-Bernstein 5 ton	J-9 2.32
Handler-Knight 1919-20	G-94 1.56
Indiana Truck, front	F-54 1.18
Indiana Truck, rear	H-43 1.76
Indiana Truck, front	G-39 1.36
Indiana Truck, rear	G-94 1.56
International Harvester 1920, 34 ton	G-92 1.18
Kelly-Springfield K-34, K-38, K-41	G-37 1.36
King 1920-21	H-43 1.76
Kissel 1918-19-20	G-24 1.32
Lexington 1918-22	G-39 1.36
Maxwell 1920-22	G-33 1.06
McFarlan 1919-22	G-34 1.96
Packard 14, 2, 3, 4, 5 & 6 ton	H-7 1.84
Packard Light Six 1921-22	G-94 1.56
Packard 1920-21 Truck	H-47 1.94
Pierce Arrow 2 ton	H-43 1.76
Pierce Arrow Passenger	G-226 1.56
R. & V. Knight 1918-20	G-39 1.36
Reo All Models	G-44 1.36
Service 31 & 36 14 ton, 1, 24, 34 ton	H-43 1.76
Stewart 76, 34 ton, 101 5 ton	G-7 1.92
Studebaker Light Six 1920-22	G-292 1.18
Studebaker Special Six 1920-22	G-48 1.36
Studebaker Big Six 1920-22	H-42 1.76
Willis Overland 85, 4 and 5	G-34 2.16
Willis Overland 88, 4 and 8, 89	G-220 1.06
Willis Knight 1920-22	G-92 1.18

Counterbalanced Crankshafts

for Ford Motors



One piece drop forged from carefully inspected and analyzed alloy crank steel. Insures a smoother and quieter running motor.

No. G780, each \$19.00

Adjustable Center Bearing Caps

Eliminates end play in either direction of Ford Crankshaft. Consists of brass backed bearing, bearing cap, and adjusting screw.

No. G781, each \$3.75





Replacement Parts for Ford Cars

These Replacement Parts for Ford Cars are made for us by various manufacturers specializing in certain particular parts.

We have had a wide demand both in foreign and domestic fields and in order to completely serve our trade we have been prompted to carry a complete line of parts for all cars.

We guarantee every part to fit and to be at least as good in quality as those parts originally supplied by car manufacturers.

THE GIBSON COMPANY

Established 1898

INDIANAPOLIS, U. S. A.



2501-RIGHT
2502-LEFT



2505-2602-B



2508-2509-B



2512C
2513C



2512 C



2513. G



2514



2514 B



2518



2519

2519 A



2520 B



2523



2524 C



2528
2528-A



2526



2529



2530



2531



2531-B



2532

2581



2545



2546



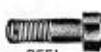
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2548



2550



2551



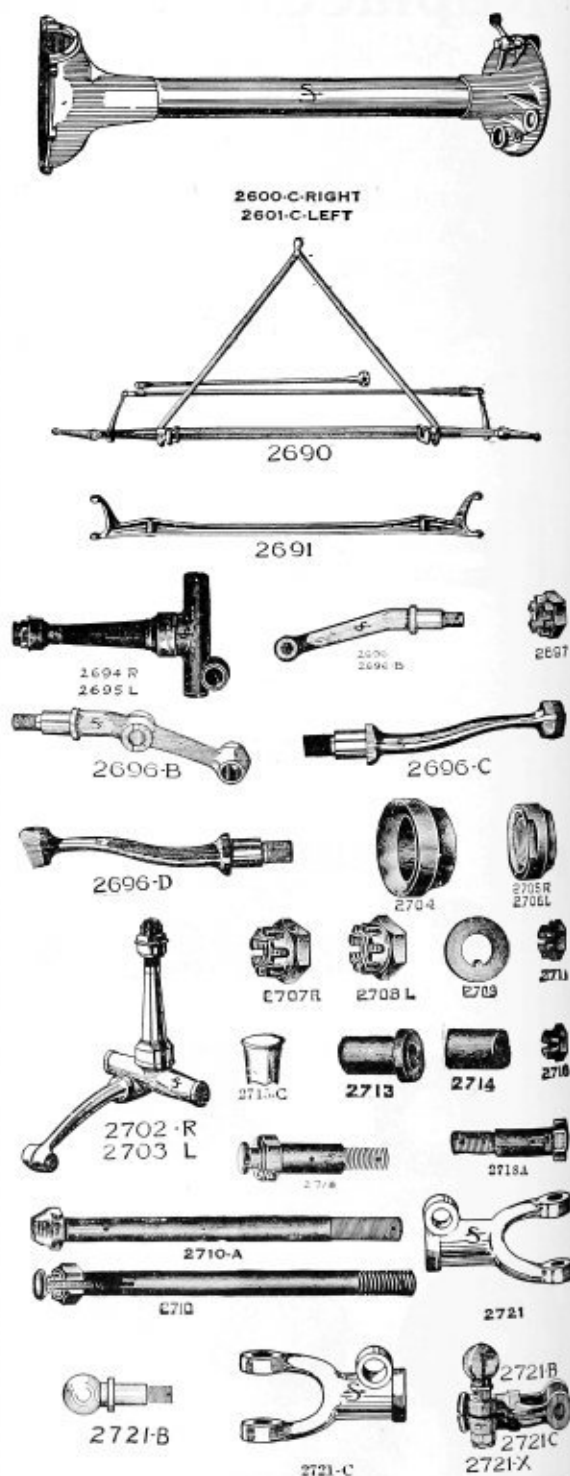
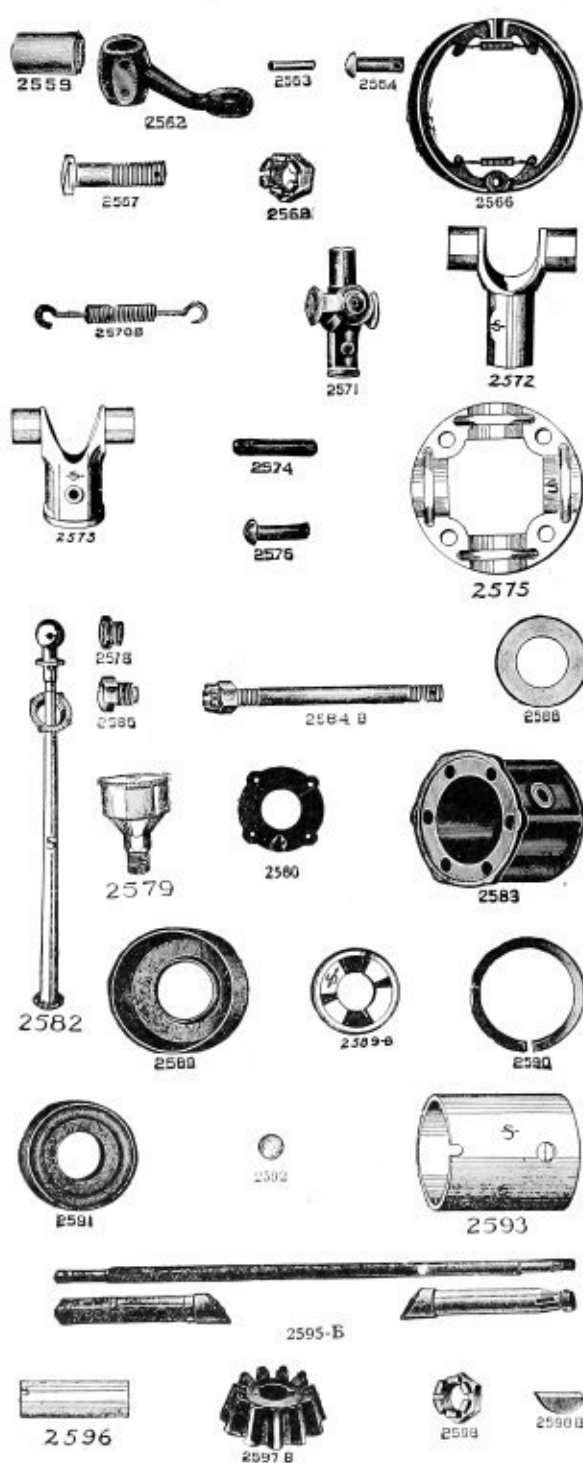
2552 R

2558 L

THE PARTS LISTED ABOVE ARE GUARANTEED PERFECT IN FIT AND WORKMANSHIP



REPLACEMENT PARTS FOR FORD CARS



THE PARTS LISTED ABOVE ARE GUARANTEED PERFECT IN FIT AND WORKMANSHIP



REPLACEMENT PARTS FOR FORD CARS

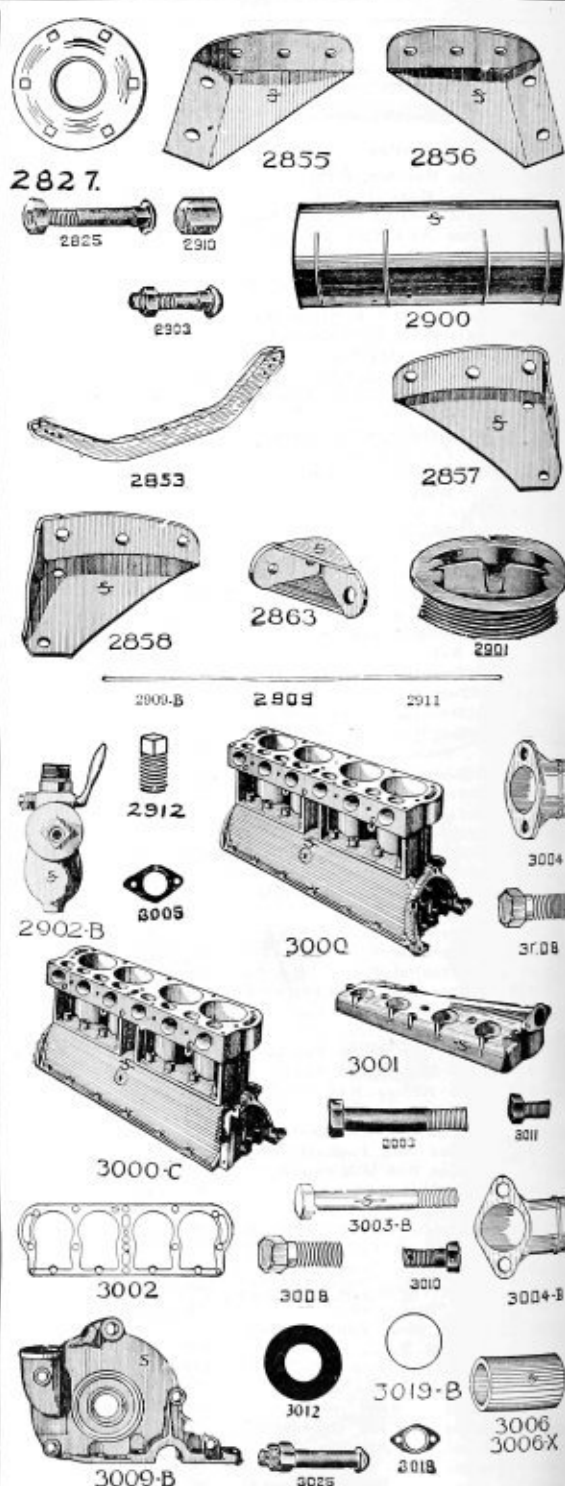
REAR AXLE

Part No.	Description	Quantity in Standard Pkg.	List Price Each
2501	Axle Housing, right	6	\$ 8.00
2502	Axle Housing, left	6	8.00
2503-E	Axle Housing Bolt and Nut	100	.05
2504	Rear Axle Case Gasket	100	.03
2505	Axle Shaft	25	1.50
2506	Axle Shaft Washer	100	.03
2508	Axle Shaft Bearing	50	1.00
2509	Axle Shaft R. B. Sleeve-R.	25	.20
2509-B	Axle Shaft R. B. Sleeve-L.	25	.20
2510	Axle Housing Cap	100	.05
2510-1	Axle Housing Cap	100	.05
2510-A	Axle Outer Roller Bearing		
	Steel Washer	100	.02
2510-B	Axle Outer Roller Bearing		
	Felt Washer	100	.05
2510-BC	Axle Outer Roller Bearing		
	Washer, cork	100	.04
2510-AB	Axle Shaft Felt (extra heavy)	100	.10
2512-C	Differential Case, left	25	1.40
2512-C	Differential Case, both		
	halves assembled	25	3.00
2513-C	Differential Case, right	25	.90
2514	Differential Case Stud and Nut	100	.08
2514-B	Differential Stud and Nut	100	.08
2514-C	Differential Case Bolt	100	.05
2518	Differential Drive Gear	50	3.00
2519	Differential Drive Gear		
	Screw	100	.03
2519-A	Differential Gear Lock Ring	100	.03
2520-B	Differential Gear	100	1.10
2521-B	Differential Gear Key	100	.05
2524-C	Differential Pinion	100	.33
2526-B	Differential Spider	100	.80
2528	Differential Thrust Washer	100	.15
2528-A	Differential Thrust Washer		
	(bronze)	100	.30
2529	Differential Thrust Plate	100	.15
2530	Differential Thrust Plate Pin	100	.03
2531	Differential Thrust Plate Pin	100	.03
2531-B	Differential Thrust Plate Pin	100	.02
2532	Differential Housing Oil Plug	100	.05
2545	Rear Axle Grease Cup	100	.10
2547	Rear Radius Rod, right	10	2.00
2547-B	Rear Radius Rod, left	10	2.00
2548	Radius Rod Nut	100	.05
2549	Radius Rod Lock Nut	100	.05
2550	Radius Rod Lock Washer	100	.02
2551	Radius Rod Bolt and Nut	100	.08
2557	Hub Cam Shaft, right	25	.15
2558	Hub Cam Shaft, left	25	.15
2559	Hub Cam Shaft Bushing	50	.05
2562	Cam Shaft Lever	50	.10
2563	Cam Shaft Lever Pin	100	.02
2564	Lever Clevis Pin	100	.03
2566	Hub Brake Shoe	50	.40
2567	Brake Shoe Support Bolt and Nut	100	.08
2570-B	Brake Shoe Coil Spring	100	.03
2571	Universal Joint Assembly	50	1.75
2572	Joint Knuckle (male)	100	.50
2573	Joint Knuckle (female)	100	.60
2574	Joint Knuckle Pin	100	.02
2575	Joint Ring, complete	100	.60
2576	Joint Ring Rivets (per set 4)	100	.05
2577-B	Universal Joint Housing	25	1.25

REAR AXLE—Continued

Part No.	Description	Quantity in Standard Pkg.	List Price Each
2578	Joint Housing Plug	100	.05
2579	Ball Joint Grease Cup	25	.15
2580	Ball Cap Gasket, felt	100	.03
2580-BC	Universal Joint Cap Gasket, cork	100	.05
2581	Drive Shaft Housing, front bushing	100	.30
2582	Drive Shaft Tubing	6	7.00
2583	Drive Shaft Bearing Housing, old style	25	2.00
2584-B	Drive Shaft Roller Bearing Stud and Nut	100	.05
2586	Drive Shaft Roller Bearing Housing Set Screw	100	.05
2587	Drive Shaft Roller Bearing	50	1.10
2588	Drive Shaft Roller Bearing Distance Plate	100	.05
2589	Drive Shaft Ball Race	25	.25
2589-B	Drive Shaft Ball Bearing Assembly	25	1.00
2590	Drive Shaft Ball Retainer	100	.03
2591	Drive Shaft Thrust Collar	25	.25
2592	Small Steel Balls (order 2811)	100	.03
2593	Drive Shaft Roller Bearing Sleeve	10	1.50
2595-B	Drive Shaft only	25	3.00
2596	Drive Shaft Sleeve	50	.80
2597-B	Drive Shaft Pinion	50	1.00
2598	Drive Shaft Castle Nut	100	.05
2598-B	Drive Shaft Pinion Key	100	.05
2602-B	Rear Axle Shaft, tapered	25	3.00
FRONT AXLE			
2691	Front Axle, only	6	9.00
2694	Spindle Body, right, with cones	50	1.75
2694-B	Spindle Body, right	50	1.50
2695	Spindle Body, left, with cones	50	1.75
2695-B	Spindle Body, left	50	1.50
2696	Spindle Arm, right or left	50	.50
2696-C	Spindle Arm, right	50	.45
2696-D	Spindle Arm, left	50	.45
2697	Spindle Arm Nut	100	.05
2704	Stationary Cone	100	.15
2705	Adjusting Cone, right thread	100	.15
2706	Adjusting Cone, left thread	100	.15
2707	Spindle Nut, right thread	100	.10
2708	Spindle Nut, left thread	100	.10
2709	Spindle Washer	100	.02
2710	Spindle Bolt, with oiler	100	.20
2710-A	Spindle Bolt (less oiler) tapped for grease cup	100	.20
2711	Spindle Bolt Nut	100	.03
2713	Spindle Body Bushing (pair)	100	.20
2714	Spindle Arm Bushing	100	.05
2715	Spindle Oiler	100	.10
2715-C	Spindle Oiler (order 3846)		
2715-D	Spindle Oiler (order 3176-C)		
2717	Spindle Con. Rod	25	2.00
2718	Spindle Con. Rod Bolt, with oiler	100	.15
2718-A	Spindle Con. Rod Bolt (less oiler) tapped for grease cup	100	.15
2719	Spindle Con. Rod and Nut	100	.03
2721	Spindle Con. Rod Yoke	100	.40

REPLACEMENT PARTS FOR FORD CARS



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REPLACEMENT PARTS FOR FORD CARS

FRONT AXLE—Continued

Part No.	Description	Quantity in Standard Pkg.	List Price Each
2721-B	Spindle Con. Rod Yoke Ball	50	.20
2721-C	Spindle Con. Rod Yoke	100	.50
2722	Steering Yoke Clamp Bolt and Nut	100	.08
2725-B	Steering Gear Con. Rod	100	.80
2728	Ball Socket Cap	100	.10
2729-B	Ball Socket Bolt and Nut (order 3362)	100	.10
2733	Front Radius Rod	25	2.00
2733-B	Front Radius Rod	25	1.75
2734	Front Radius Rod Nut (order 2548)	100	.12
2736	Front Radius Rod Ball Cap	50	.12
2737	Front Radius Rod Ball Socket	50	.25
2741	Radius Rod Ball Cap Stud and Nut	100	.06
2742	Radius Rod Ball Cap Spring	100	.03
2761	Steering Spindle Con. Rod, 60"	25	3.00
2762	Steering Gear Con. Rod 61"	100	1.25

WHEELS

2800-D	Front Wheel, Clincher, less hub	10	4.50
2800-F	Front and Rear Wheels, demountable, less rim and hub	5	4.75
2803	Front Hub Assembly	50	1.80
2804	Outer Race	100	.10
2805	Inner Race	100	.15
2806	Outer Ball Retainer	100	.02
2807	Inner Ball Retainer	100	.03
2808	Dust Ring	100	.05
2809	Front and Rear Hub Felt Washer	100	.05
2810	Large Balls, 1"	100	.04
2811	Small Balls, 3/4"	100	.03
2814-D	Rear Wheel, clincher, less hub	10	5.00
2815-C	Rear Hub	50	1.40
2816-B	Rear Hub Key	100	.03
2818	Rear Hub Brake Drum	10	.40
2819	Hub Cap	100	.15
2825	Hub Bolt and Nut	100	.06
2827	Hub Flange	25	.20
2828	Rear Hub Lock Nut	100	.05
2833	Front Hub Bearing Cup, inner	24	.50
2834	Inside Cone and Roller Assembly	24	1.10
2836	Front Hub Bearing Cup, outer	24	.40
2837	Outside Cone and Roller Assembly, right thread	24	.75
2838	Outside Cone and Roller Assembly, left thread	24	.75
2841	Front Hub Dust Cap Assembly	100	.10
2845-B	Demountable Rim Only, Hayes	10	2.00
2847	Demountable Rim Bolt	100	.05
2848	Demountable Rim Nut, Hayes	100	.05
2863	Front Cross Member	25	.90
2864-B	Rear Cross Member	25	1.20
2865	Front Corner Bracket, right	50	.15
2866	Front Corner Bracket, left	50	.15

WHEELS—Continued

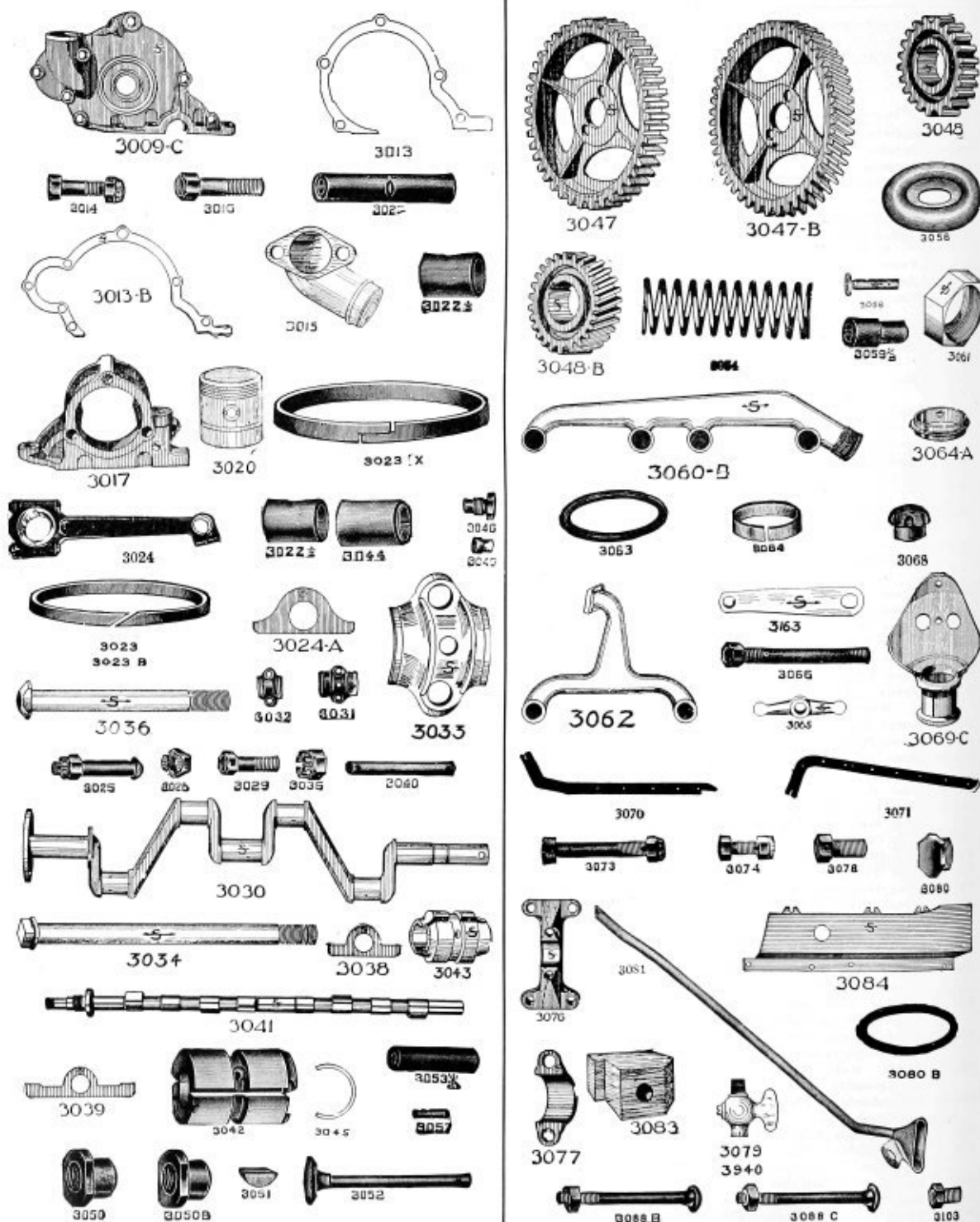
Part No.	Description	Quantity in Standard Pkg.	List Price Each
2837	Rear Corner Bracket, right	50	.15
2858	Rear Corner Bracket, left	50	.15
2859	Front End Spacer, left	50	.10
2860	Front End Spacer, right	50	.10
2863	Body Bracket	100	.15

GASOLINE TANK

2901	Filling Plug	100	.10
2902-B	Sediment Bulb	50	.90
2908	Pet Cock (order 3079)	100	.20
2909	Feed Pipe, 40 1/2"	100	.20
2909-B	Feed Pipe, 51 1/2"	100	.25
2909-C	Feed Pipe, 66 1/2"	100	.40
2909-D	Feed Pipe, 56 1/2"	100	.30
2910	Feed Pipe Pack Nut	100	.05
2911	Feed Pipe, 78"	100	.70
2913	Feed Pipe Gasket	100	.02

MOTOR

3000-C	Cylinder	1	25.00
3001	Cylinder Head	4	6.00
3002	Cylinder Head Gasket	100	.35
3003	Cylinder Head Cap Screw	100	.05
3003-B	Cylinder Head Cap Screw	100	.05
3004	Cylinder Head Outlet Con.	100	.35
3004-B	Cylinder Head Outlet Con.	100	.35
3005	Cylinder Head Outlet Con. Gasket	100	.05
3006	Cylinder Head Outlet Hose	72	.15
3007	Cylinder Head Outlet Hose Clip	100	.05
3008	Cylinder Head Outlet Con. Screw	100	.05
3009-B	Cylinder Front Cover	25	1.00
3009-C	Cylinder Front Cover	25	1.00
3010	Cylinder Cover Bolt and Nut (order 4808)	100	.03
3011	Cylinder Cover Cap Screw	100	.03
3012	Cylinder Cover Felt	100	.03
3013	Cylinder Cover Liner	100	.02
3013-B	Cylinder Cover Liner	100	.03
3014	Cylinder Cover and Crank Case Bolt and Nut (order 3362)	100	.05
3015	Cylinder Water Inlet Con.	50	.30
3016	Cylinder Inlet Con. Screw	100	.05
3017	Time Gear Cover	25	1.00
3017-B	Time Gear Cover	100	.80
3017-C	Time Gear Cover Gasket	100	.02
3018	Cylinder Water Inlet Gasket	100	.05
112	Gibson Extra Light Weight Quality Piston, complete with ring, pin, and bushing	50	2.25
Furnished in standard .0025, .005, .010, .015, .020, .025, .031 oversize. We recommend Gibson Pistons.			
3020	Piston Complete Std.	50	1.70
3020-A	Piston, complete, .005 oversize	50	1.70
3020-B	Piston, complete, .015 oversize	50	1.70
3020-C	Piston, complete, .025 oversize	50	1.70
3020-D	Piston, complete, .03125 oversize	50	1.70
3020-E	Piston, complete, .033 oversize	50	1.70
3020-F	Piston, complete, .0375 oversize	50	1.70


REPLACEMENT PARTS FOR FORD CARS


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REPLACEMENT PARTS FOR FORD CARS

MOTOR—Continued

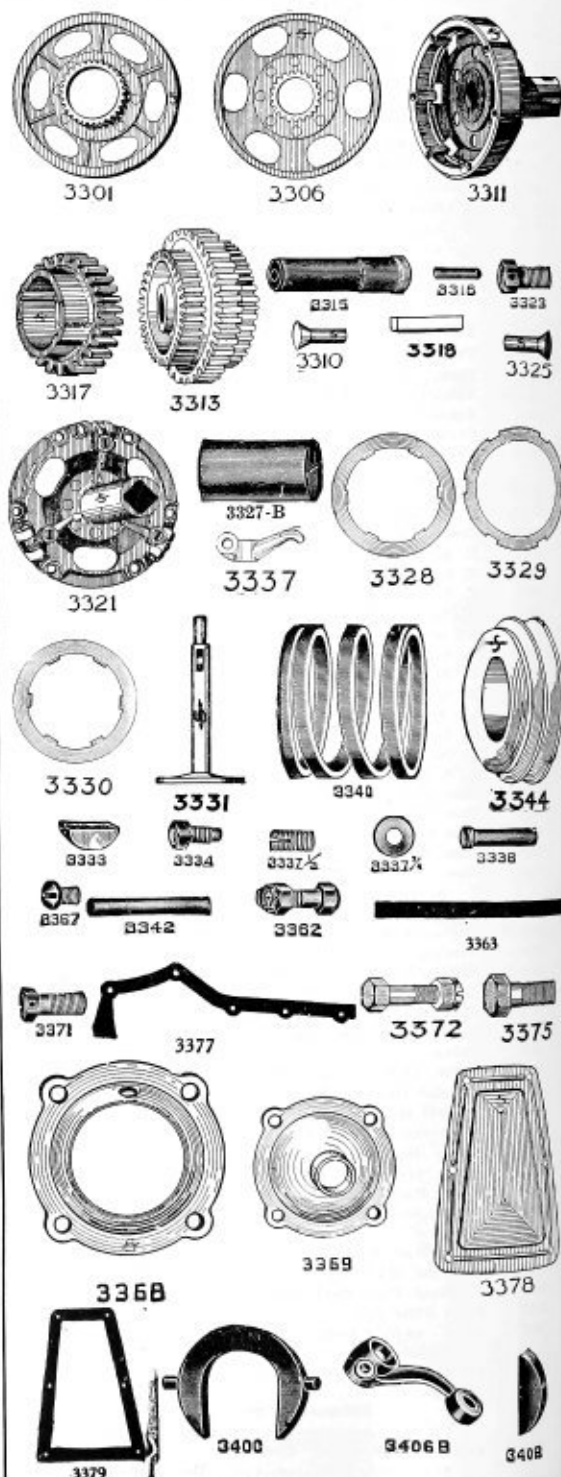
Part No.	Description	Quantity in Standard Pkg.	List Price Each
3022	Piston Pin	100	.25
3023	Piston Pin Bushing (pair)	50	.25
3023-X	Gibson Quality Piston Ring, see special description. Furnished in all oversizes at no extra charge	100	....
	We recommend Gibson Rings		
3023	Piston Ring	100	.15
3023-B	Piston Ring, 0150-S	100	.15
3023-C	Piston Ring, 00250-S	100	.15
3023-D	Piston Ring, 031250-S	100	.15
3024	Connecting Rod	50	1.20
3024-F	Connecting Rod Bearing	100	.80
3025	Connecting Rod Cap Bolt and Nut	100	.10
3029	Connecting Rod Clamp Screw	100	.05
3030	Crank Shaft	10	9.00
3031	C. S. Rear Bearing Cap	100	.50
3032	C. S. Front Bearing Cap	100	.40
3033	C. S. Center Bearing Cap	100	.40
3034	C. S. Bearing Bolt, center and front	25	.10
3035	C. S. Bearing Bolt Nut	100	.03
3036	C. S. Rear Bearing Bolt	25	.10
3038	C. S. Bearing Liner, center and front	100	.01
3039	C. S. Rear Bearing Liner	100	.01
3040	C. S. Starting Pin	100	.05
3040-B	C. S. Starting Pin	100	.05
3042	Cam Shaft Front Bearing	25	.30
3043	Cam Shaft Center Bearing	25	.30
3044	Cam Shaft Rear Bearing	25	.15
3045	Cam Shaft Bearing Ring	100	.03
3046	Cam Shaft Bearing Set Screw	100	.05
3047	Timing Gear	50	1.25
3047-B	Timing Gear, large spiral	50	.90
3048	Timing Gear	50	1.00
3048-B	Timing Gear, small spiral	50	.60
3049	Cam Shaft Gear Dowel Pin	100	.02
3050-B	Cam Shaft Gear Lock Nut	100	.10
3051	Small Time Gear Key	100	.05
3052	Valve	100	.15
3052-B	Valve, 1/64" oversize stem	100	.15
X-193	Special Quality Valve	100	.40
X-194	Special Quality Valve 1/64" oversize	100	.40
3053	Valve Bushing	100	.30
3054	Valve Spring	100	.05
3058	Push Rod	100	.10
3058-B	Push Rod, 1/64" oversize stem	100	.10
3059	Push Rod Bushing	50	.25
3060-B	Exhaust Manifold	25	1.25
3061	Exhaust Pipe Pack Nut	100	.20
3062	Inlet Pipe	25	1.00
3063	Inlet and Exhaust Pipe Gasket	100	.03
3064	Inlet and Exhaust Pipe Gland	100	.02
3065	Inlet and Exhaust Pipe Clamp	50	.10
3066	Inlet and Exhaust Clamp Stud and Nut	100	.08

MOTOR—Continued

Part No.	Description	Quantity in Standard Pkg.	List Price Each
3068	Breather Pipe	100	.10
3069-C	Crank Case Front End Support	50	.50
3070-B	Crank Case and Cylinder Gasket, left	100	.05
3070-BC	Crank Case and Cylinder Gasket, cork	100	.05
	Gasket, left, cork	100	.05
3071-B	Crank Case and Cylinder Gasket, right	100	.05
3071-BC	Crank Case and Cylinder Gasket, right, cork	100	.05
3072	Crank Case and Cylinder Cover Cap Screw	100	.03
3073	Crank Case Arm Bolt and Nut, side	100	.08
3074	Crank Case Arm Bolt and Nut, top	100	.08
3076	Crank Case Front Bearing	25	.60
3076-B	Crank Case Front Bearing and Spring Clip	25	.60
3077	Crank Case Front Bearing Cap	25	.15
3078	Crank Case Front Bearing Screw	100	.05
3079	Crank Case Oil Cock	100	.15
3080	Crank Case Drain Cup Plug (order 2532) .....	...	....
3080-B	Crank Case Drain Cup Plug Gasket	100	.03
3081	Crank Case Oil Tube	100	.20
3083	Crank Case Arm Block	100	.05
3084	Engine Pan, right	25	.35
3085	Engine Pan, left	25	.35
3088-B	Engine Pan and Hood Board Bolt and Nut	100	.03
3088-C	Engine Pan and Hood Board Bolt and Nut	100	.03
3100	Crank Case	1	12.00
3101	Crank Case Lower Cover	25	.40
3101-B	Crank Case Lower Cover Reinforcement	25	.30
3102-BC	Crank Case Lower Cover Gasket, cork	100	.10
3102-B	Crank Case Lower Cover Gasket	100	.10
3103	Crank Case Lower Cover Screw	100	.03
3110	Cylinder Valve Cover	25	.15
3111-B	Cylinder Valve Cover Gasket	100	.05
3111-BC	Cylinder Valve Cover Gasket, cork	100	.05
3112	Cylinder Valve Cover Screw	100	.02
3114	Crank Case Arm with Rivets	50	.30

COMMUTATOR

3162	Com. Case Support Bolt	100	.05
3162-B	Com. Case Support Bolt	100	.05
3163	Com. Case Spring	100	.05
3165	Com. Brush only	50	.30
3176	Com. Oilier	100	.05
3176-B	Com. Oilier	100	.05
3176-C	Com. Oilier	100	.05
3177	Com. Felt Ring	100	.02
3206	Com. Brush Cap	100	.02
3210	Com. Contact Point Nut	100	.02


REPLACEMENT PARTS FOR FORD CARS


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REPLACEMENT PARTS FOR FORD CARS

COMMUTATOR—Continued

Part No.	Description	Quantity in Standard Pkg.	List Price Each
3220	Com. Lock Nut	100	.05
3221	Com. Case with Fibre.....	50	.60
3222	Com. Shield	100	.02

MAGNETO

3252	Magneto Spool Support Screw	100	.03
3254	Magneto Bolt	100	.03
3257	Magneto Brass Support....	100	.05
3260	Magneto Contact Assembly	100	.20
3261-B	Magneto Contact Nut.....	100	.01
3261-C	Magneto Contact Screw Washer	100	.01
3262	Magneto Contact Spring....	100	.05
3262-B	Magneto Contact Screw and Spring Assembly	100	.10
3266	Magneto Contact Fibre Screw	100	.01
3267-B	Magneto Contact Insulator.	100	.05
3267-C	Magneto Contact Insulator Shell	100	.03
3270	Fly Wheel Cap Screw.....	100	.10
3271	Fly Wheel Dowel Pin.....	100	.05
3272	Magneto Coil Support Shim	50	.05
3277	Magneto Clamp	100	.03
3278	Magneto Clamp Screw.....	100	.03
3279	Magneto Contact Washer...	100	.01
3279-BC	Magneto Contact Washer...	100	.03

TRANSMISSION

**Per Dozen.			
3301	Trans. Reverse Plate Assembly	12	2.75
3304	Trans. Reverse Gear Bushing	25	.50
3305	Trans. Reverse and S. S. Rivet	100	.05**
3306	Trans. Slow Speed Plate Assembly	12	2.50
3309	Trans. Slow Speed Gear Bushing	25	.35
3310	Trans. Brake Drum Rivet	100	.05**
3311	Trans. Brake Drum Assembly	12	3.00
3313	Trans. Triple Gear Assembly	50	1.50
3314	Trans. Triple Gear Flanged Bushing	25	.25
3315	Trans. Triple Gear Shaft..	25	.15
3316	Trans. Triple Gear Riveting Pin	100	.05**
3317	Trans. Driven Gear	50	.80
3318	Trans. Driven Gear Key...	100	.03
3320-C	Trans. Driven Gear Sleeve Bushing	25	.20
3320-D	Trans. Driven Gear Sleeve Washer	100	.05
3321	Trans. Driving Plate Assembly	12	3.50
3323	Trans. Driving Plate Screw	100	.03
3327-B	Trans. Driving Plate Bushing	50	.15
3328	Trans. Clutch Disc, small...	100	.10
3329	Trans. Clutch Disc, large..	100	.10
3331	Trans. Gear Shaft	25	1.50
3332	Trans. Clutch Disc Drum..	50	1.25
3333	Trans. Clutch Disc Drum Key	100	.05
3334	Trans. Clutch Disc Drum Set Screw	100	.05
3336	Trans. Clutch Push Ring..	25	.35

TRANSMISSION—Continued

Part No.	Description	Quantity in Standard Pkg.	List Price Each
3337	Trans. Clutch Finger.....	50	.15
3337A	Trans. Clutch Finger Screw	100	.05
3337-B	Trans. Clutch Finger and Screw	100	.20
3338	Trans. Clutch Finger Pin...	100	.01
3340	Trans. Clutch Spring.....	100	.35
3341	Trans. Clutch Spring Support	50	.15
3342	Trans. Clutch Spring Thrust Ring Pin.....	100	.05
3344	Trans. Clutch Shift.....	50	.50

TRANSMISSION COVER

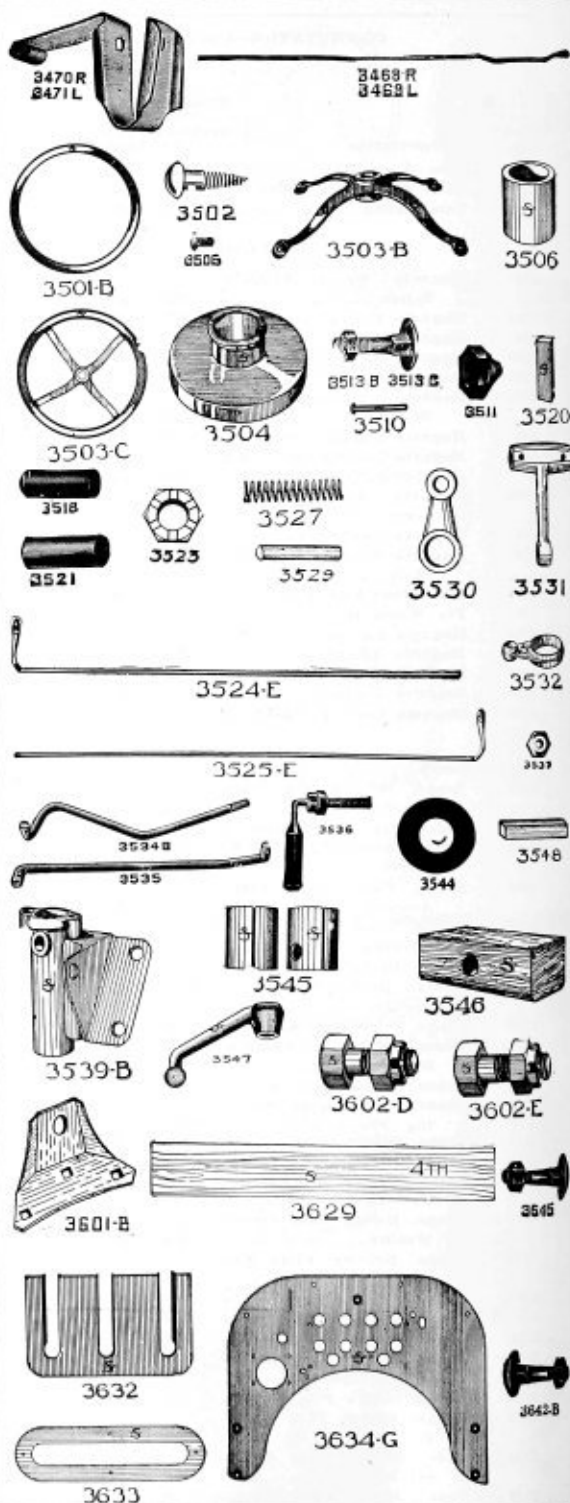
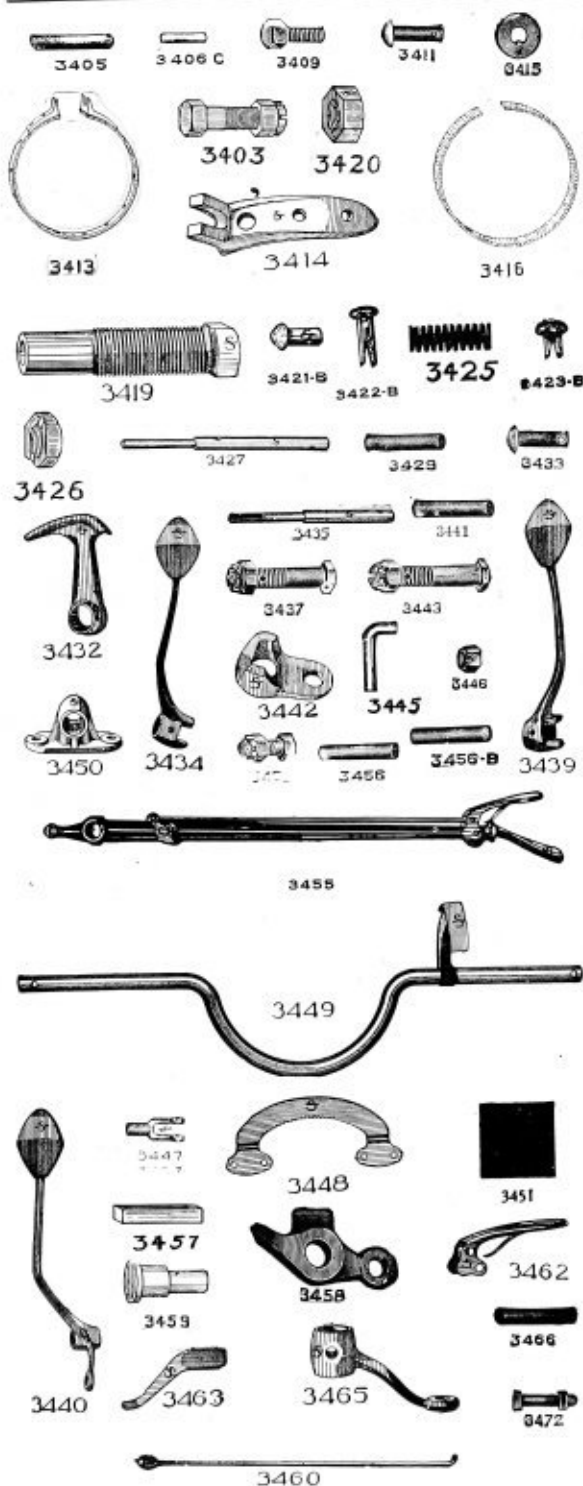
§Per Pair.			
3362	Trans. Cover Bolt and Nut	100	.08
3363	Trans. Cover Gasket (front)	100	.05
3363-LC	Trans. Cover Strip, long, cork	100	.04
3363-B	Trans. Cover Gasket, short,	100	.03
3363-S	Trans. Cover Strip, short, cork	100	.02
3367	Trans. Cover Door Screw...	100	.02
3368	Universal Ball Cap (rear)...	50	.30
3371	Universal Ball Cap Screw...	100	.03
3372	Universal Ball Cap Bolt and Nut	100	.08
3375	Trans. Cover Screw.....	100	.03
3377-B	Trans. Cover Gasket.....	100	.15§
3377-BC	Trans. Cover Gasket, cork..	100	.10
3378	Trans. Cover Door	25	.15
3379-B	Trans. Cover Door Gasket..	100	.05
3379-BC	Trans. Cover Sloping Door Gasket, cork	100	.10
3381	Bendix Cover Gasket	100	.03
3381-BC	Bendix Cover Gasket, cork.	100	.04

TRANSMISSION CONTROL

§§Per Set.			
**Per Dozen.			
3400	Trans. Clutch Release Ring	25	.20
3402-D	Clutch Lever and Shaft....	25	.35
3403	Clutch Lever Screw and Nut (order 3973) .....	...	...
3405	Clutch Lever Pin	100	.02
3406-B	Clutch Release Fork, right or left	25	.15
3406-C	Clutch Release Fork Pin (order 3405) .....	...	...
3408	Clutch Release Fork Key..	100	.05
3409	Clutch Release Fork Clamp Screw	100	.10
3411	Clutch Lever Clevis Pin (order 2564) .....	...	...
3413	Transmission Band Assembly	25	.60
3415	Trans. Band Washer.....	100	.03
3416	Trans. Band Lining.....	100	.15
3416-B	Trans. Band Lining, set of 3 inc. rivets, in carton	100	.75§§
3419	Trans. Band Adj. Screw....	100	.10
3420	Trans. Band Adj. Screw Nut	100	.05
3421-B	Trans. Band Ear Iron Rivet	100	.05**
3422-B	Trans. Band Brass Rivet	100	.05**
3423-B	Trans. Band Brass Rivet	100	.05**
3425	Trans. Band Spring.....	100	.05
3426	Trans. Band Adj. Nut.....	100	.05
3427	Slow Speed Shaft	25	.15
3428	Slow Speed Notch	25	.30
3429	Slow Speed Notch Pin	100	.02
3432	Speed Lever	25	.10



REPLACEMENT PARTS FOR FORD CARS



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REPLACEMENT PARTS FOR FORD CARS

TRANSMISSION CONTROL—Continued

Part No.	Description	Quantity in List	Standard Price
		Pkg. Each	
3434	Reverse Pedal	25	.60
3435	Brake and Rev. Pedal Shaft	25	.15
3436	Brake and Reverse Pedal Support	25	.20
3437	Brake and Reverse Support Bolt and Nut	100	.08
3439	Brake Pedal	25	.60
3440	Clutch Pedal	25	.60
3441	Pedal Pin (order 3405)	25	.30
3442	Clutch Pedal Support	25	.30
3443	Clutch Pedal Support Bolt and Nut	100	.08
3445	Slow Speed Connection	100	.05
3446	Slow Speed Connection Lock Nut (order 2503-E)	100	.05
3447	Slow Speed Con. Clevis	100	.10
3448	Controller Quadrant	25	.20
3449	Con. Shaft, with speed lever	25	.70
3450	Controller Shaft Bracket	100	.15
3452	Controller Shaft Bracket Bolt and Nut	100	.05
3455	Hand Brake Lever	25	1.25
3456-B	Hand Brake Lever Pin (order 2574)	100	.05
3457	Hand Brake Lever Key	100	.10
3458	Hand Brake Lever Pawl	100	.10
3459	Hand Brake Lever Pawl Pin	100	.02
3460	Hand Brake Lever Pawl Rod	100	.10
3462	Hand Brake Lever Pawl Lift Assembly	25	.10
3463	Hand Brake Lever Pawl Lift Spring	100	.02
3465	Hub Brake Lever	25	.20
3466	Hub Brake Lever Pin (order 3405)	100	.05
3467	Hub Brake Lever Clevis (order 3447)	100	.05
3468	Hub Brake Pull Rod, right	50	.10
3469	Hub Brake Pull Rod, left	50	.10
3470	Brake Rod Support, right	100	.10
3471	Brake Rod Support, left	100	.10
3472	Brake Rod Support Bolt and Nut	100	.05

STEERING GEAR

3501-C	Steering Gear Rim	25	.75
3502	Steering Gear Rim Screw	100	.01
3503-D	Steering Gear Spider	25	.50
3503-E	Steering Gear Spider and Rim	25	1.25
3506	Steering Gear Cover Bushing	50	.15
3506-B	Steering Gear Driving Pinion Washer	100	.02
3510	Steering Gear Quadrant Rivet	100	.01
3511	Steering Gear Wheel Nut	100	.10
3513-C	Steering Tubing Flange Screw and Nut	100	.05
3516-C	Steering Gear Post	100	1.75
3517	Steering Gear Pinion	100	.15
3518	Steering Gear Pinion Pin—short	100	.03
3519	Steering Gear Drive Pinion	25	.30
3520	Steering Gear Drive Pinion Key	100	.03
3523	Steering Gear Post Castle Nut (order 2551)	100	.05

STEERING GEAR—Continued

Part No.	Description	Quantity in List	Standard Price
		Pkg. Each	
3524-E	Throttle Rod	25	.30
3525-E	Lead Rod	25	.30
3527	Lead and Throttle Rod Spring	100	.02
3528	Lead and Throttle Rod Collar	100	.02
3529	Lead and Throttle Rod Pin	100	.01
3530	Lead Rod Lever	100	.10
3531	Throttle Rod Lever	100	.10
3532	Lead and Throttle Rod Guide	100	.05
3534-B	Commutator Pull Rod	25	.10
3535	Carburetor Pull Rod	25	.10
3536	Ball and Socket Joint	100	.10
3537	Ball and Socket Joint Nut	100	.02
3539-B	Steering Bracket, with bushing	25	.75
3544	Steering Brkt., felt washer	100	.03
3545	Steering Bracket, bushing	25	.20
3546	Steering Bracket, block	25	.10
3547	Steering Gear, ball arm	100	.50
3548	Steering Gear, ball arm key	100	.05

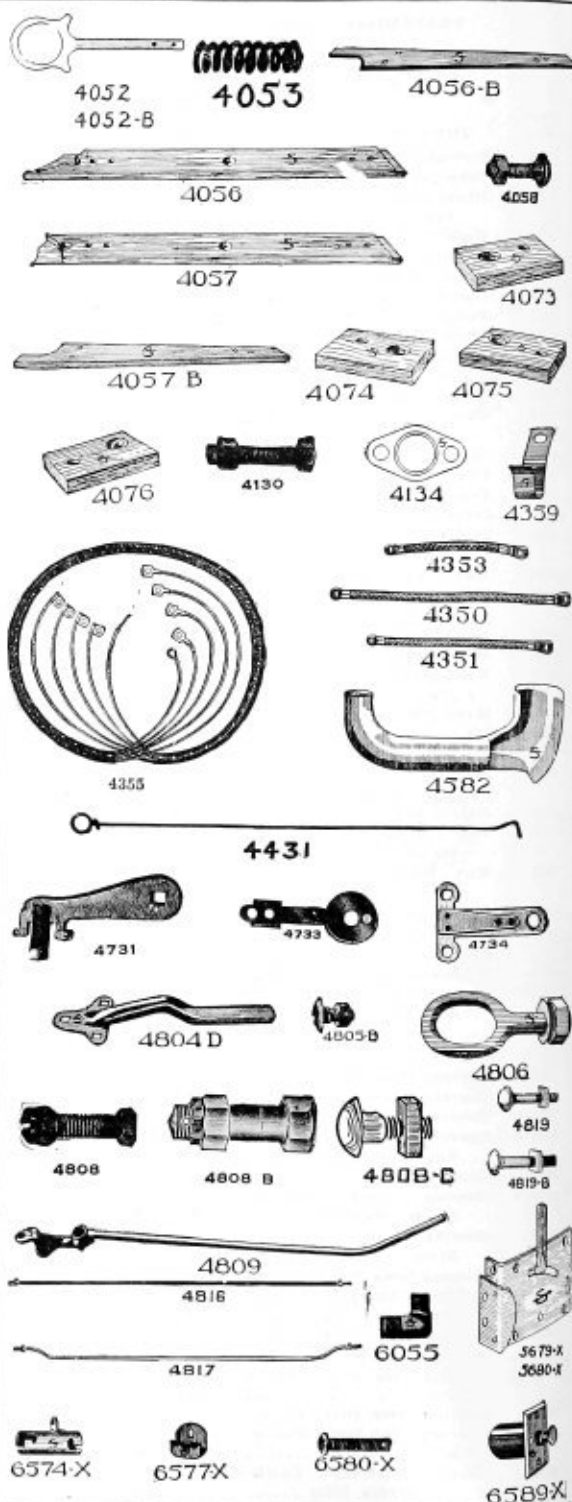
BODY PARTS

3601-B	Body Bracket, on body	25	.10
3602-E	Body Bracket Connecting Bolt and Nut	100	.06
3624-E	Front Floor Rubber Mat (extra quality)	25	1.50
3630	Floor Board Forward Plate for pedals	25	.10
3632	Floor Board Rear Plate for pedals	25	.10
3633	Floor Board Plate for side lever	25	.05
3634-G	Dash	25	2.50
3639	Dash Weatherstrip, side	100	.05
3639-B	Dash Weatherstrip, top	100	.20
3640-C	Dash Bracket, left	100	.15
3641-C	Dash Bracket, right	100	.15
3642-B	Dash Bracket, to dash bolt and nut	100	.05
3645	Dash Bracket, to dash bolt and nut	100	.05
3653-B	Dash to Body Bracket, bolt and nut	100	.05
3667-E	Front Seat Cushion	6	6.00
3667-F	Front Seat Cushion	6	6.00
3670-D	Rear Seat Cushion	6	6.50
3670-E	Rear Seat Cushion	6	6.50
3676-C	Rear Floor Mat (extra quality)	25	1.50

SPRINGS

3800	Front Spring	25	2.50
4003	Front Spring, 8-leaf	25	3.00
401	Front Spring, 9-leaf	25	3.50
402	Front Spring, 10-leaf	25	4.00
3808	Front Spring Clip	100	.20
3809	Front Spring Clip Nut (order 2551)	100	.25
3810	Front Spring Clip Bar	100	.25
3811	Front Spring Tie Bolt and Nut	100	.06
3813	Front Spring Hanger	100	.15
3815	Spring Hanger Nut (order 2719)	100	.05

REPLACEMENT PARTS FOR FORD CARS



THE PARTS LISTED ABOVE ARE GUARANTEED PERFECT IN FIT AND WORKMANSHIP



REPLACEMENT PARTS FOR FORD CARS

SPRINGS—Continued

Part No.	Description	Quantity in Standard Pkg.	List Price Each
3818	Front Spring Perch, right..	100	.60
3817	Spring Hanger Oiler (order 2715) .....	...	...
3818-B	Front Spring Perch, right..	100	.60
3819	Front Spring Perch, left ..	100	.60
3819-B	Front Spring Perch, left ..	100	.60
3820	Front Spring Perch Bush...	100	.05
3821	Front Spring Perch Nut (order 2828) .....	...	...
3821-B	Front Spring Perch Nut....	100	.05
3823	Front Spring Leather	100	.10
3824	Rear Spring.....	25	7.00
4033	Rear Spring, 9-leaf.....	25	8.50
404	Rear Spring, 10-leaf.....	25	9.35
405	Rear Spring, 9-leaf, for trucks	25	5.50
3833	Rear Spring Clip	100	.20
3834	Rear Spring Clip Nut (order 2548) .....	...	...
3835	Rear Spring Clip Bar	25	.10
3837	Rear Spring Tie Bolt and Nut	100	.06
3840	Rear Spring Hanger	100	.15
3842	Rear Spring Leather Pad ..	25	.05
3843	Rear Spring Perch	100	.40
3844	Rear Spring Perch Bushing	50	.05
3845	Rear Spring Perch Nut....	100	.05
3846	Spring Perch Oiler	100	.05
3847	Front Spring Clamp Assem. with bolt and nut	50	.10
3847-B	Front Spring Clamp Assem. with bolt and nut	50	.10
3848	Rear Spring Clamp Assem. with bolt and nut	25	.10
3848-B	Rear Spring Clamp Assem. with bolt and nut	25	.10

STARTING CRANK

3900	Starting Crank only	100	.50
3900-A	Starting Crank, complete..	25	1.25
3901	Starting Crank Handle	25	.20
3902	Starting Crank Handle Bolt	50	.10
3903	Starting Crank Sleeve	25	.10
3905	Starting Crank Ratchet Pin	100	.05
3906	Starting Crank Ratchet	100	.20
3908	Starting Crank Spring	100	.05
3909	Starting Crank Handle Spring	100	.02

RADIATOR—THERMO SYPHON

3925	Radiator for 1909-1916.....	See Special Description	
3925-B	Radiator for 1917-1923.....	See Special Description	
3926	Radiator Cap	100	.15
3928	Radiator Pad	100	.05
3929	Radiator Stud	100	.05
3929-B	Radiator Stud and Nut	100	.08
3930	Radiator Stud Spring (order 2742) .....	...	...
3931	Radiator Stud Washer Nut	100	.03
3932	Radiator Rod	25	.15
3939	Outlet Connection Pipe	100	.30
3940	Outlet Connection Cock (order 3079) .....	...	...
3944	Outlet Connection Hose....	72	.10
3945	Outlet Connection Hose Clip	100	.05
3975	Radiator Stud Spring, upper thimble	100	.02
3976	Radiator Stud Spring, lower thimble	100	.03

RADIATOR FAN

Part No.	Description	Quantity in Standard Pkg.	List Price Each
	Per Dozen.		
3960	Fan and Pulley, assembly..	25	1.25
3961	Fan Blade	100	.10
3961-B	Fan Blade Rivets	100	.05
3961-C	Fan Blade Assembly	25	.25
3962	Driver Fan Pulley	100	.70
3962-B	Driver Fan Pulley, with bushing	50	.70
3963	Fan Drive Pulley	100	.25
3963-B	Fan Drive Pulley	100	.30
3964	Fan Belt, 23" fabric	100	.30
3964-C	Fan Belt, 26" fabric	100	.30
3964-D	Fan Belt, fabric	100	.40
3966	Fan Shaft	50	.20
3966-B	Fan Shaft	100	.20
3967	Fan Bracket	25	.40
3967-B	Fan Bracket	25	.30
3968	Fan Bracket Bolt	100	.10
3970	Fan Grease Cup	100	.10
3973	Fan Adjusting Screw and Nut	100	.05
3974	Fan Driven Pulley Bush...	100	.15
3974-B	Fan Driven Pulley Bush...	100	.15
3980	Fan Pulley Plug	100	.03
3981	Fan Pulley Gasket	100	.02
3982	Fan Shaft Cap	100	.02
3983	Fan Shaft Felt Washer	100	.02
3984	Fan Blade Screw	100	.01
3985	Fan Blade Screw Washer (order 3261-C) .....	...	...

MUFFLER

4025	Muffler Assembly	25	2.00
4026-B	Muffler Head, front	25	.45
4027	Muffler Shell, outer	50	.25
4028	Muffler Shell, middle	50	.20
4029	Muffler Shell, inner	50	.15
4030-B	Muffler Rod	25	.10
4031	Muffler Rod Nut (order 2503-E) .....	...	...
4032	Muffler Head Retainer	100	.02
4033	Muffler Head Retainer Bolt and Nut (order 4819-B) .....	...	...
4035	Muffler Head Bolt Washer.	100	.01
4037-B	Long Exhaust Pipe	100	1.05
4037-C	Long Exhaust Pipe	100	1.50
4040-B	Muffler Head, rear	25	.45
4041	Muffler Head to Frame Bolt and Nut (order 3362)...	...	...
4041-B	Muffler Head to Frame Bolt and Nut (order 3074)...	...	...

HOOD

4050-B	Hood	6	6.00
4052	Hood Clip	50	.10
4052-B	Hood Clip	50	.05
4053	Hood Clip Spring	100	.02
4053-B	Hood Clip Spring	100	.02
4056-B	Hood Block, left	25	.20
4057-B	Hood Block, right	25	.20
4060-C	Hood Pad (on dash)	100	.08
4060-D	Hood Pad (on rad. shell)..	100	.15
4061-C	Hood Clasp (on dash) screw	100	.02
4073	Hood Block Support, front right	25	.05
4074	Hood Block Support, front left	25	.05



REPLACEMENT PARTS FOR FORD CARS

HOOD—Continued

Part No.	Description	Quantity in Standard Pkg.	List Price Each
4075	Hood Block Support, rear right	25	.05
4076	Hood Block Support, rear left	25	.05

KINGSTON CARBURETOR (MODEL "L-F"K)			
6150	Carburetor, complete	12	6.00

RUNNING BOARDS AND SHIELDS—56-1N. TREAD

8Per Pair.			
4812	Running Board, right	24	1.60
4813	Running Board, left	24	1.60
4814-C	Running Board Shield, right	24	2.40
4815-C	Running Board Shield, left	24	2.40
4816	Running Board Truss Rod, front, with nuts	50	.40
4817	Running Board Truss Rod, rear, with nuts	50	.40
4817-B	Truss Rod Nut	100	.03
4819	Running Board, to rear fender bolt and nut	100	.05
4819-B	Running Board, to rear fender bolt and nut	100	.05

AMMETER AND IGNITION PARTS

5006	Switch Plug	100	.05
5007	Coil Unit	50	1.75
5008-9	Vibrator Points	100	.208
5016	Ammeter	50	1.00

STARTING MOTOR PARTS

5121	Ball Bearing, small	25	1.30
5122	Ball Bearing, large	25	1.45
5020	Key (Bendix)	100	.02
5022	Spring (Bendix)	100	.50
5023	Screw (Bendix Shaft Spring)	100	.10
5024	Screw (Bendix Head Spring)	100	.05
5025	Washer (Bendix Spring Screw Lock)	100	.03
5056-C	Motor Mounting Bracket Gasket	100	.04

WIRING

5026	Spark Plug Wire 11½" long	25	.10
5027	Spark Plug Wire (also magnets to coil) 10½"	25	.10
5028	Spark Plug Wire, 7"	25	.10
5030	Commutator Wire	25	.70
5031	Commutator Wire (starter type)	25	1.00

CUT-OUTS

5054	Cut-out (electric) on dash	50	1.10
5055	Cut-out (electric)	50	1.00

SIDE OIL AND TAIL LAMPS—1915-22

6501-X	Side Oil Lamp, per pair	24	4.50
6508-X	Tail Lamp	24	2.50
7609-X	Electric Tail Lamp, assembly	24	1.00
6484-BX	Electric Tail Lamp, red lens	100	.15
6495-X	Electric Tail Lamp, bulb socket	100	.20
6599-X	Side Oil and Tail Lamp Mount	25	.50

TOURING CAR AND TORPEDO WINDSHIELD—1915-22

Part No.	Description	Quantity in Standard Pkg.	List Price Each
7827-X	Windshield Glass, upper	12	3.85
7828-X	Windshield Glass, lower	12	4.75

Broken Packages, Discount CR%
10 to 90 Belts in Unit Pkg. of 10, 08%
100 or More in Unit Pkg. of 10, 0N%

Farran-oid Flat Endless Belts

Double Selvage—Herringbone Weave

In building the Herringbone Flat Endless Fan Belt, all essential features have been combined.

A belt having the absolute minimum of stretch—only enough to give it elasticity.

A belt having a surplus of tensile strength—yet sufficiently thin in construction to allow for the maximum in flexibility.

The Herringbone tape entering the construction of FARRAN-OID belts is individually woven, has selvaged edges—sealed—thus eliminating all fraying and raveling and preventing damage from oil.

After the Herringbone tape is treated with the FARRAN-OID process, it is wrapped endless over cushion rubber stock—then scientifically cured, making the belt oil and heat resisting and insuring the maximum in gripping qualities.

It is recommended as the most efficient and scientifically constructed belt ever offered to the automotive trade.

10 to the Carton			
Stock No.	Each	Stock No.	Each
F24.....	\$0.32	F31.....	\$0.36
F25.....	.35	F32.....	.56
F26.....	.35	F33.....	.59
F27.....	.53	F34.....	.78
F28.....	.59	F35.....	.62
F29.....	.44	F36.....	.47
F30.....	.47	F37.....	.41
F38.....	.80	F39.....	.53
F40.....	.78	F41.....	1.03
F42.....	.78	F43.....	1.87
F44.....	.62	F45.....	1.09
F46.....	\$1.41	F47.....	.47
F48.....	.62	F49.....	.62
F50.....	.78	F51.....	1.41
F52.....	.78	F53.....	.62

Farran-oid Dual-Flex Molded Cable "V" Belts

FARRAN-OID "V" TYPE FAN BELTS have a greater tensile strength than ordinary belts because of their patented construction.

This construction consists of an inner core made of an endless cable, back-spliced by hand.

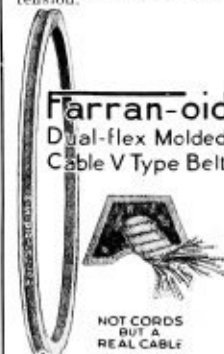
This cable is made up of several smaller cables which, in turn, are composed of cords—the same as used in cord tires.

This construction is similar to that of a twisted steel rope.

FARRAN-OID Dual-Flex Molded Cable "V" Fan Belts have extraordinary gripping properties because the hollowed-in top permits the edge, sides and bottom of the belt to spread and engage the sides of the pulley with maximum grip at minimum tension.

Stock No.	Each
M101.....	\$1.56
M102.....	1.88
M103.....	1.25
M104.....	1.72
M105.....	1.88
M106.....	1.88
M107.....	1.09
M108.....	1.09
M109.....	2.19
M110.....	1.88
M111.....	1.88
M112.....	1.88
M113.....	1.88
M114.....	1.88
M115.....	2.19
M116.....	1.59
M117.....	1.88
M118.....	1.56
M119.....	1.72
M120.....	2.19

Farran-oid Dual Flex Molded Cable "V" Fan Belts have the group number molded on their surface and are individually tagged to identify them with the various cars they will serve. Tied in bundles of 10.





FARRAN-OLD FAN BELTS

Doubly Guaranteed—For Fit—For Performance

The following list is necessarily incomplete. Write for Farran-oid catalog.

We Can Supply Belts For All Cars

PASSENGER CARS

STOCK No.	PRICE	NAME	MODELS	YEARS
F39	\$0.85	Allen	37	1916-17
F39	.85	Allen	41	1918
F49	1.25	Allen	43	1919-23
F33	.95	Anderson	7 W Motor	1916-17-18
F44	1.00	Anderson	30, 40	1920-23
F40	1.25	Apperson	"6"	1916-17
F28	.95	Apperson	8-20	1915-20
F30	.75	Auburn	6-39 B, R, H, K	1918-19
F35	1.00	Auburn	6-39	1920-23
F29	.70	Briscoe	4-34-24	1916-19
F36	.75	Briscoe	D-34, 35	1916-17
F37	.65	Buick	D-44, 45	1915-17
F39	.85	Buick	D-54, 55, 36, 37	1915-17
F36	.75	Buick	C-24, 25	1916
F37	.65	Buick	E-34, E-35	1918
F32	.90	Buick	E44to50, HandK44to50	1918-20
F49	1.00	Buick	21-22, 44 to 50, 22 to 37	1921-23
F42	1.25	Chalmers	35A, C, D, V	1916-22
F39	.85	Chandler	All Models	1916-22
F28	.95	Chandler	All Models	1922-23
M108	1.75	Chevrolet	490-FA	1917-22
M101	2.50	Chevrolet	FB	1919-23
M120	3.50	Cole	"8"	1917-23
F35	.90	Columbia	7 R Series	1919-21
F33	.95	Commonwealth	42	1920-23
F26	.60	Crow-Elkhart	"4"	1916-20
F30	.75	Daniels	8-D	1919-20
F30	.75	Davis	F, H, J	1916-18
F42	1.25	Davis	All	1920-22
F29	.70	Dixie Flyer	56	1916
F50	1.25	Davis	71	1922-23
F36	.75	Dodge		1915-16
F39	.85	Dodge		1917-22
F48	1.00	Dodge		1922-23
F30	1.25	Dorris	1-C-6	1918
F40	1.25	Dorris	6-80	1919-20
F38	1.25	Dorris	6-80	1921-22
F29	.70	Dort	All Models	1916-21
F39	.85	Dort	All	1920-22
F27	.85	Dort		1922-23
F36	.75	Elcar	D "6"	1918-19
F44	1.00	Elcar	"6"	1920-22
F31	.90	Elgin	Series F	1917-18
F31	.90	Elgin	Series H, K	1919-21
F30	1.25	Elgin		1922-23
F36	.75	Empire	4, 6	1916-18
F40	1.25	Essex	A	1919-23
F24	.55	Ford	T	1911-16
F25	.60	Ford	T	1917-20
F26	.60	Ford	T	1921-23
F39	.85	Gardner	G	1920-23
M103	2.00	Grant	TR, TT	1916-17
M102	3.00	Grant	GX, H	1918-20
F38	1.25	Grant	H X	1920-23
F28	.95	Grey	A B	1922
F39	.85	Handley-Knight	30 to 48	1921-22
F30	.75	Haynes	47, 48	1916-20
F30	.75	Haynes	55	1921-22
F36	.75	Haynes	75	1922-23
M108	1.75	Haynes	Super 6	1916-19
F28	.95	Hudson	Super 6	1920-23
F48	1.00	Hudson	R	1917-23
M107	1.75	Hupmobile	B, C, F	1916-21
M106	3.00	Jordan	MX	1922-23
M110	3.00	Jordan		1919
F35	1.00	Lexington	T	1921-23
M117	3.00	Lexington, for Fan	10 B	1919
F48	1.00	Liberty	10B, 10D	1920-23
F38	1.25	Liberty	B 1st series	1919-22
F31	.90	Marbom	41	1914-16
F36	.75	Marmion	34	1917-19
M111	3.00	Marmion	34	1920-23
M109	3.50	Marmion	34	1916-17
F38	1.25	Maxwell	25	1918-19
F41	1.65	Maxwell	25	1920-21
F45	1.75	Maxwell	25	1922-23
M111	3.00	Maxwell		1917-23
F27	.85	Mercer	C, D, E	1916-22
F44	1.00	Mitchell		1922-23
F34	1.25	Moline Knight	B, C, G	1916-19
M117	3.00	Moline Knight	M-4	1920-23
F45	1.75	Monroe	59-59-10	1919-22
F31	2.25	Monroe	6-36	1918
F28	.95	Moon	6-36, 6	1919
F27	.85	Moon	R-20	1920-22
F35	.90	Moon	6-40	1922-23
F50	1.25	Moon		

STOCK No.	PRICE	NAME	MODELS	YEARS
M115	\$3.50	Nash	681 Series	1918-22
M115	3.50	Nash	"4"	1921-23
F42	1.25	National	Series BB	1920-23
M103	2.00	Oakland	32, 34, 34B	1916-23
M102	3.00	Oldsmobile	(P) 45, 45A, 45B	1918-22
M103	2.00	Oldsmobile	(P) 37, 37A	1917-22
M113	3.00	Oldsmobile	"4", 43 to Apr. 1st	1921
F28	.95	Overland	80, 81, 83	1915-16
F39	.85	Overland	75, 90, CC	1916-18
F27	.85	Overland	83, BOE, 85-4	1917-18
F27	.85	Overland	90B, 90T	1918-19
F33	.95	Overland	"4"	1920-23
F36	.75	Paige	6-36, 38, 39	1916-18
F31	.90	Paige	6-46, 51, 55	1916-18
F30	1.25	Paige	6-55	1918
F28	.95	Paige	6-42, 6-55	1919-22
F28	.95	Paige	6-55	1919-22
F44	1.00	Paige	6-66-14	1920-23
F36	.75	Pan American	All	1919-22
F39	.85	Patterson	6-50	1920-23
F31	.90	Reo "4"	R, S	1910-23
M116	2.00	Reo "6"	T6	1919-23
M106	3.00	Roamer	Cont. Motor	1919-21
F28	.95	Saxon	"6"	1916-20
M103	2.00	Scripps-Booth	6-30	1918-21
F33	1.00	Star		1922-23
F28	.95	Stearns-Knight	SKL 4	1920-22
M101	2.50	Stearns-Knight	Salient "6"	1918-23
F36	.75	Studebaker	ED, SF	1916-17
F36	.75	Studebaker	EH, SH	1918
F47	.75	Studebaker	Light Six	1919-23
F30	.75	Studebaker	Big Six, Special Six	1919-21
F52	1.25	Studebaker	Big Special Six	1922-23
F27	.85	Templar	W-42	1917-19
F35	1.00	Templar	4-45	1921-22
F36	.75	Vellie	22, 28	1915-17
F35	1.00	Vellie	48	1920-21
M104	2.75	Vellie	38	1917-18
F39	.85	Vellie	38	1922-23
M112	3.00	Westcott	18	1918
M112	3.00	Westcott	A 48	1919
F35	.90	Westcott	B38, C38	1919-21
M106	3.00	Westcott	C48	1920-23
F39	.85	Willys-Knight	84, 88-4	1917-19
F48	1.00	Willys-Knight	20	1920-22
F40	1.25	Willys-Knight	20A	1922-23
M110	3.00	Winton	25-28	1919-23

COMMERCIAL CARS

STOCK No.	PRICE	NAME	MODELS	YEARS
F42	\$1.25	Bessemer	J	1918-23
F39	.85	Bethlehem	D, E	1917-20
F39	.85	Buick	B 4	1916-17
M101	2.50	Chevrolet	G	1920-21
F44	1.00	Columbia	E, 2 Ton	1918-19
M106	3.00	Denby	12, 13, 15	1916-20
F39	.85	Diamond T	C-11 1/2	1919
F44	1.00	Diamond T	J 4	1919
F34	1.25	Doane	6 Ton	1919-20
F48	1.00	Federal	1 Ton	1920
F41	1.75	Garford	SF	1920
F42	1.25	Garford	25-B	1921
M104	2.75	G. M. C.	41, 101	1916-17
M106	3.00	G. M. C.	15, 16, 16AA, 25-31	1916-19
M109	3.50	G. M. C.	71B, 101B	1918-19
F46	2.25	Gramm B.	5 Ton	1919-20
F42	1.25	Grant	10-17A	1918-20
F28	.95	International	F, H, K	1916-20
M101	2.50	Olds Economy	T, 3 1/2 Ton	1919-21
M105	3.00	Packard	D and E	1917-20
F38	1.25	Pierce Arrow	X4	1918-19
F39	.85	Reliance	10	1919
F31	.90	Reo	F	1918-21
F27	.85	Republic	9A, 9, 14	1916-18
M106	3.00	Republic	10, 11, 111X	1919
F34	1.25	Republic	20A, B, C, D and E	1918-19
F38	1.25	Traffic	C, 2 Ton	1920-21

TRACTORS

STOCK No.	PRICE	NAME	MODELS	YEARS
F45	\$1.75	Bates Steel Mule	D	1919
F46	2.25	Fordson	12-20	1917-21
F51	2.25	Moline Universal	D	1918
M101	2.50	Samson	M	1919
F44	1.00	Starr	D, E	1918-19

(PRICES AND DESCRIPTION OF BELTS ON PRECEDING PAGE)



GILMER FAN BELTS

GILMER WOVEN ENDLESS FLAT TYPE FAN BELTS

MAKE	YEAR	MODEL	Price \$.35
Group 1			
Ford	1911-16	T	
National	1917-18-19	Highway 12	
Stearns-Knight		Eight	
Group 2			Price \$.35
Ford	1917-18-19-20	T	
Group 2A			Price \$.35
Ford	1921-22-23	T Com. Ang. 1, 1920	
Group 3			Price \$.60
Allen	1915-16-17-18-19	34-37-41	
Elgin	1914	B24-B25-B36-B37	
Elgin	1915	B38-B39	
Elgin	1916	C24-C25-C36-C37	
Elgin	1917	C38-C39-D37	
Elgin	1918	D34-D35	
Chandler	1916-17-18-19-20-21	22 up to Series 29	
Dodge	1917-18-19-20-21-22	1917-18-19-20-21-22	
Dort	1921-22-23	12-12C-17-18-39-39L-49-49L	
Elgin	1921-22	12-12C-17-18-39-39L-49-49L	
Gardner	1920-21-22-23	All Models	
Gardner	1918	6A-45	
Gardner-Knight	1921-22-23	All Models 90's up	
Overland	1917-18	to car 104,399 in 1918	
Overland	1916	75	
Patterson	1920	All Models	
Patterson	1921	6-50	
Group 4			Price \$.60
Briscoe	1919-17-18-19	B4-24	
Crow-Elkhart	1920	4 cyl.	
Dixie Flyer	1917-18	All Models prior to car 5000	
Dort	1915-16-17-18-19	10-10C-12A-12AC-15-15S-17A-17AS	
Elgin	1916-17-18-19	"6"	
Grant	1915-16	T & V	
Hollier	1917-18-19	Six	
Woods	1918		
Group 5			Price \$.60
Adria	1922	All Models	
Apperson	1917-18-19	6	
Chandler	1922-23	Series 29	
Jeffer	1921	671	
National	1918-19	6-31	
National	1917-18-19	"6"	
Overland	1915	80-81	
Overland	1916	82	
Paige	1919-20	6-42	
Paige	1921	6-44	
Paige	1919-20	6-55	
Saxon	1916-17-18-19-20-21	84	
Willys-Knight	1916-17	84	
Willys-Knight	1920-21-22	20	
Group 6			Price \$.60
American	1917	A	
American	1917-18-19-20	B	
Ashura	1918	Continental Motor	
Crow-Elkhart	1917-18-19-20	6 cpi	
Dodge	1915-16	4	
Empire	1917-18	45-50-51	
Gardner	1917	4A-45	
Glide	1917-18-19	6-40	
Madison	1918-19		
Maxwell	1914		
Patterson	1917-18-19	6	
Stephens	1917-18	Salient 6	
Studebaker	1915-16-17-18-19	4 & 6	
Velle	1916-17	22-28	
Group 7			Price \$.60
Elgin	1918	E44-E45-E47-E49-E50-Late Type	
Elgin	1919	H44-E46-E47-E49-E50	
Elgin	1920	K44-E46-E47-E49-E50	
Group 8			Price \$.60
Maxwell	1916-17	25	
Mitchell		C40 and C42	
Group 9			Price \$.75
Maxwell	1918-19	25	
Group 10			Price \$.60
Huffman	1920-21		
Lexington	1917-18-19	"Minute Man Six"	
Prem	1922	6-40	
Reo "4"	1915-16-17-18-19	B & S	
Sayers	1917-18-19-20	P-A-P-RP-CP	
Group 11			Price \$.60
Elgin	1917	H44-E46-E47	
Elgin	1917	H44-E46-E47	
Elgin	1918	F34-E35	
Elgin	1918	E44-E45-E47-E49-E50 Early Type	
Crow-Elkhart	1921	Light Six	
Group 12			Price \$.60
American	1920	C & Silent Six	
Anderson	1917-18-19-20	With 7W Motor	
Chandler	1914-15	All Models	
Columbia	1918-19	Ruttenber Motor	
Davis	1917-18-19-20	6-18 and 29	
Haynes	1915-16-17-18-19	30-32-45-46-47-48-49-55	
Jackson	1920	6-38 with 7W Motor	
Knight	1915-16-17-18	100 Point Six	
Liberty	1916-17-18-19	"6"	
Studebaker	1920-21	Big Six & Special	
Noma	(Prior to 4-15-21)	Six	
Paige	1915-20-21	Series A & B	
Paige	1916	6-36	
Paige	1917-18	6-38	
Patterson	1920	With 7W Motor	
Tuba	1920	E1-E2-E3	
Group 13			Price \$.60
Reo	1915-16-17-18-19	M & N 0 cpi	

"SUPER SERVICE" FLAT FAN BELTS

MAKE	YEAR	MODEL	Price \$.60
Group 101			
Ford	1911-16	T	
National	1917-18-19	Highway 12	
Stearns-Knight		Eight	
Group 102			Price \$.60
Ford	1917-18-19-20	T	
Group 102A			Price \$.60
Ford	1921-22-23	T Com. Ang. 1, 1920	
Group 103			Price \$.60
Allen	1915-16-17-18-19	34-37-41	
Elgin	1914	B24-B25-B36-B37	
Elgin	1915	B38-B39	
Elgin	1916	C24-C25-C36-C37	
Elgin	1917	C38-C39-D37	
Elgin	1918	D34-D35	
Chandler	1916-17-18-19-20-21	22 up to Series 29	
Dodge	1917-18-19-20-21-22	1917-18-19-20-21-22	
Dort	1921-22-23	12-12C-17-18-39-39L-49-49L	
Elgin	1921-22	12-12C-17-18-39-39L-49-49L	
Gardner	1920-21-22-23	All Models	
Gardner	1918	6A-45	
Gardner-Knight	1921-22-23	All Models 90's up	
Overland	1917-18	to car 104,399 in 1918	
Overland	1916	75	
Patterson	1920	All Models	
Patterson	1921	6-50	
Group 104			Price \$.90
Briscoe	1919-17-18-19	B4-24	
Crow-Elkhart	1920	4 cyl.	
Dixie Flyer	1917-18	All Models prior to car 5000	
Dort	1915-16-17-18-19	10-10C-12A-12AC-15-15S-17A-17AS	
Elgin	1916-17-18-19	"6"	
Grant	1915-16	T & V	
Hollier	1917-18-19	Six	
Woods	1918		
Group 105			Price \$.90
Adria	1922	All Models	
Apperson	1917-18-19	6	
Chandler	1922-23	Series 29	
Jeffer	1921	671	
National	1918-19	6-31	
National	1917-18-19	"6"	
Overland	1915	80-81	
Overland	1916	82	
Paige	1919-20	6-42	
Paige	1921	6-44	
Paige	1919-20	6-55	
Saxon	1916-17-18-19-20-21	84	
Willys-Knight	1916-17	84	
Willys-Knight	1920-21-22	20	
Group 106			Price \$.90
American	1917	A	
American	1917-18-19-20	B	
Ashura	1918	Continental Motor	
Crow-Elkhart	1917-18-19-20	6 cpi	
Dodge	1915-16	4	
Empire	1917-18	45-50-51	
Gardner	1917	4A-45	
Glide	1917-18-19	6-40	
Madison	1918-19		
Maxwell	1914		
Patterson	1917-18-19	6	
Stephens	1917-18	Salient 6	
Studebaker	1915-16-17-18-19	4 & 6	
Velle	1916-17	22-28	
Group 107			Price \$.90
Elgin	1918	E44-E45-E47-E49-E50-Late Type	
Elgin	1919	H44-E46-E47-E49-E50	
Elgin	1920	K44-E46-E47-E49-E50	
Group 108			Price \$.90
Maxwell	1916-17	25	
Mitchell		C40 and C42	
Group 109			Price \$.90
Maxwell	1918-19	25	
Group 1010			Price \$.90
Huffman	1920-21		
Lexington	1917-18-19	"Minute Man Six"	
Prem	1922	6-40	
Reo "4"	1915-16-17-18-19	B & S	
Sayers	1917-18-19-20	P-A-P-RP-CP	
Group 1011			Price \$.90
Elgin	1917	H44-E46-E47	
Elgin	1917	H44-E46-E47	
Elgin	1918	F34-E35	
Elgin	1918	E44-E45-E47-E49-E50 Early Type	
Crow-Elkhart	1921	Light Six	
Group 1012			Price \$.90
American	1920	C & Silent Six	
Anderson	1917-18-19-20	With 7W Motor	
Chandler	1914-15	All Models	
Columbia	1918-19	Ruttenber Motor	
Davis	1917-18-19-20	6-18 and 29	
Haynes	1915-16-17-18-19	30-32-45-46-47-48-49-55	
Jackson	1920	6-38 with 7W Motor	
Knight	1915-16-17-18	100 Point Six	
Liberty	1916-17-18-19	"6"	
Studebaker	1920-21	Big Six & Special	
Noma	(Prior to 4-15-21)	Six	
Paige	1915-20-21	Series A & B	
Paige	1916	6-36	
Paige	1917-18	6-38	
Patterson	1920	With 7W Motor	
Tuba	1920	E1-E2-E3	
Group 1013			Price \$.90
Reo	1915-16-17-18-19	M & N 0 cpi	



GILMER FAN BELTS—Continued

"SUPER SERVICE" FLAT FAN BELTS

MAKE	YEAR	MODEL	Price \$.90
Group 1014	1914	S	
Case	1914	22-25 S-H Starter	
Maxwell	1915	20-A	
Grant	1920-21	0	
Willy-Knight	1922-23	0	
Group 1015	1915	0	
Case	1914	0	
Case	1922	Light 6-cyl. Cont.	
Columbia	1921	6-80	
Dorris	1921	22-25 G & D Starter	
Maxwell	1915	22-25 G & D Starter	
Group 1016	1920-21	344	
Maxwell	1915-19-20-21	344	
Monroe	1915-19-20-21	344	
Group 1017	1922	L & P	
Acc	1916-17-18-19	D & H	
Biddle	1920-21-22	21-SFR	
Boor Davis	1915-16	25-30 P-T-40	
Case	1916-17-18-19-20-21	35-A-B-C-D	
Chalmers	1920-21-22	Challenger	
Columbia	1919-20-21-22-23	Rutabaler Motor	
Elgin	1917-18-19-20-21	H & K & K-1	
Malcolm	1921	"Sextet"	
National	1922-23	L-4-5-6 (\$6)	
Star	1920-21-22-23	L-4-5-6 (\$6)	
Stearns-Knight	1920-21-22-23	L-4-5-6 (\$6)	
Group 1018	1920-21	4-54	
Hiscope	1914	R	
Case	1922-23	New Model	
Judge	1922-23	40	
Gray	1922-23	22-23 Super Six	
Hudson	1916-17-18-19-20-21	22-23 Super Six	
Jewett	1922	"Custom Built Six" (Model 45)	
Kissel	1919-20-21-22-23	"Custom Built Six" (Model 45)	
Group 1019	1920-21	1-K	
Columbia	1920-21-22-23-24	57-61 to 67-71 to 75	
Davis	1920-21-22	6-cyl. D-G-H-K	
Hoffman	1920-21	R	
Jackson	1920	6-38 with H-S Motor 11,000	
Lexington	1920	2	
Mitchell	1919-20-21-22	140-E-40-E-42-F-40	
Nelson	1920	D	
Paige	1920-21-22-23	6-60	
Rochester	1922-23	R38	
Westcott	1919	C38	
Westcott	1920-21	A-44	
Westcott	1922-23	A-44	
Group 1020	1919-20-21-22	T & S	
Climber	1917	472	
Kurtz	1921-22-23	34	
Marmion	1916-17	34	
Motzer	1916-17-18-19-20-21	22-23 "4"	
Overland	1917-18	85-4	
Overland	1918-19	All model 50 motor car 104 400	
Owen Magnetic	1918-19-20	W-42	
Patterson	1920-21	7R Motor	
Rosmer	1918	14-75	
Templar	1917-18-19	4-45	
Group 1021	1919-20-21-22-23	Price \$.90	
Evesa	1919-20-21-22-23	Price \$.90	
Group 1022	1915-16-17-18	D-E-EH	
King	1915-16-17-18	D-E-EH	
Group 1023	1920-21	43	
Allec	1921	44-45-46-47-48-49-50	
Bulck	1922-23	44-45-46-47-48-49-50	
Bulck (6)	1922-23	24-35-36-37	
Bulck (4)	1918-19-20-21-22-23	P G H J K	
King	1918-19-20	C-D-E	
ReVer	1918-19-20	C-D-E	
Group 1024	1916-17	400	
Chevrolet	1916-17	400	
Group 1025	1922	B	
Kelley	1916	6-46	
Paige	1917	6-51	
Paige	1918	6-55 1st 4150 cars	
Paige	1920-21-22	125-4 cyl.	
Group 1026	1915	2-260-280-29-32A	
Chalmers	1916	32B	
Chalmers	1919-20	6-80	
Dorris	1919-20-21-22-23	10 B—After 37500 Cars	
Liberty	1918-19	6-55—After 4150 Cars	
Paige	1918-19	6-55—After 4150 Cars	
Group 1027	1917-18-19-20	All	
Commonwealth	1917-18-19-20	All	
Crow-Elkhart	1921	S	
Dixie Flyer	1919-20-21-22-23	22-23 Models since No 5090	
Overland	1920-21-22	4—Light Four	
Group 1028	1920-21-22-23	Series 30-A-B-C-D-E-F-G	
Anderson	1920-21-22-23	6-50 H & K-6-51 8R	
Anderson	1922-23	N-48	
Case	1922-23	C-7R	
Boy-Stare	1920-21-22	654 with 7R Motor	
Columbia	1920-21-22-23	A-A-2	
Hanson	1920-21	6-38 with 7R Motor	
Harrison	1920-21	M	
Jackson	1920-21	M	
Jordan	1920-21	B-3	
Merit	1920-21-22	6-18	
Moore	1920-21	Series C	
Noma	1920-21	6-50	
Patterson	1920-21	6-45	
Templar	1920-21-22-23	48-5B	
Vellie	1920-21-22-23	B	
Washington	1920	With 7R Motor	
Westcott	1920	With 7R Motor	
Group 1029	1921-22	Big Six and Special Six	
Studebaker	1921-22	Big Six and Special Six	

ROUND TYPE BELTS

With the introduction of the Gilmer Round Type Belt for grooved pulleys there is now a Gilmer for every car using a fan belt. The same superiorities that have always characterized the Gilmer Belt are to be found in this latest addition to the family, because it, too, contains no leather or rubber to disintegrate or vulcanize under the action of heat, oil and moisture. Woven endless, to exactly fit each particular model of car. Each belt is individually wrapped and mounted. On each wrapper are printed the makes and models the belt will fit. Packed in cartons of five.



ROUND BELT GROOVINGS

NO.	PRICE	MAKE	YEAR	MODEL
01	1.50	Chevrolet	1919-20-21-22-23	FA-FB
		Samson Tractor	1919-20	M
		Stephens	1920-23	
02	1.50	Cole	1917-18-19-20-21-22	All Models
		Locomobile	1916-17	R-38
		Marmon	1920-21-22-23	
		Olds	1918-19-20-21-22-23	8 cyl. All Models
		Sheridan "8"	1920-21	
03	1.50	Oakland	1918-19-20-21-22-23	B-34, C-34, 6-44
		Olds	1917-18-19-20-21	6 cyl. All Models
		Scripps Booth	1918-20	6.39, B-39
04	1.50	Acme Truck	1917-18-19-20	A
		Cunningham	1920	M
		Day-Elder Truck	1916-17-18-19-20-21	D-422
		G. M. C. Truck	1918-19-20-21-22-23	41, 71, 101, 16-K
05	1.50	Nash	1920-21-22-23	681-2-3-4-5-6-7
		Nash	1920-21-22-23	P-4 cyl.
		Packard	1917-18-19-20	D, E
		Packard	1914-15	2-38, 3-38
06	1.50	Case	1918-19-20-21	All Models
		Chevrolet Truck	1920-21-22-23	25 1 1/2 Ton
		Cleveland	1920-21-22-23	6-40, 6-41
		Commerce Truck	1917-18-19-20	E, F
		Daniels	1922-23	
		G. M. C. Truck	1917-18-19	15, 16, 31
		Grant	1918-19-20	G, GK, H, HX
		Hudson	1915	6-40
		Jordan	1917-18-19	B, C, F
		Jordan	1922	Up to MX No. 3500
		Olds	1921-22-23	4-cyl. All Models
		Roamer	1919-20	6-54
		Sandow Trucks	1920-21	C, CG, I
		Vellie Truck	1919-20-21-22-23	46
		Westcott	1917-18-19-20-21-22-23	C-48, D-48
07	1.50	Hupmobile	1917-18-19-20-21-22-23	R
08	1.00	Chevrolet	1918-19-20-21-22-23	490
		Scripps Booth	1917-18-19	G
09	1.50	Maxwell	1922-23	All Models
101	1.50	Durant Six	1922-23	B
		Jordan	1922-23	MX after 3500
102	1.50	Marmon	1918-19	
		Reo	1920-21	T-6, U-6
		Vellie	1918-19	38
103	1.50	Durant Four	1922-23	A
		Premier	1922-23	6-D
104	1.50	McFarlan	1922	6
		Pierce-Arrow	1912	QQ
		Pierce-Arrow	1915	A2
105	1.50	Ambassador	1922	
		Shaw Taxi	1922	
		Vellie	1915-17-18-19	15-24-27-39
		Winton	1922	22, 22A
		Yellow Cab	1922	



Alphabetical Group Chart

"A Belt for Every Car"

Gilmer

SUPER SERVICE
(Flat Type) **FAN BELTS**

**WOVEN ENDLESS
ROUND FAN BELTS**
(For Grooved Pulleys)

**WOVEN ENDLESS
FLAT FAN BELTS**

Year	Model	Year	Model	Group Number		Year	Model	Year	Model	Group Number	
				Edwin Stevens Ranking	Group Number					Edwin Stevens Ranking	Group Number
1912	Model A	1912	Model A	1	1	1912	Model A	1	1	1	1
1913	Model B	1913	Model B	2	2	1913	Model B	2	2	2	2
1914	Model C	1914	Model C	3	3	1914	Model C	3	3	3	3
1915	Model D	1915	Model D	4	4	1915	Model D	4	4	4	4
1916	Model E	1916	Model E	5	5	1916	Model E	5	5	5	5
1917	Model F	1917	Model F	6	6	1917	Model F	6	6	6	6
1918	Model G	1918	Model G	7	7	1918	Model G	7	7	7	7
1919	Model H	1919	Model H	8	8	1919	Model H	8	8	8	8
1920	Model I	1920	Model I	9	9	1920	Model I	9	9	9	9
1921	Model J	1921	Model J	10	10	1921	Model J	10	10	10	10
1922	Model K	1922	Model K	11	11	1922	Model K	11	11	11	11
1923	Model L	1923	Model L	12	12	1923	Model L	12	12	12	12
1924	Model M	1924	Model M	13	13	1924	Model M	13	13	13	13
1925	Model N	1925	Model N	14	14	1925	Model N	14	14	14	14
1926	Model O	1926	Model O	15	15	1926	Model O	15	15	15	15
1927	Model P	1927	Model P	16	16	1927	Model P	16	16	16	16
1928	Model Q	1928	Model Q	17	17	1928	Model Q	17	17	17	17
1929	Model R	1929	Model R	18	18	1929	Model R	18	18	18	18
1930	Model S	1930	Model S	19	19	1930	Model S	19	19	19	19
1931	Model T	1931	Model T	20	20	1931	Model T	20	20	20	20
1932	Model U	1932	Model U	21	21	1932	Model U	21	21	21	21
1933	Model V	1933	Model V	22	22	1933	Model V	22	22	22	22
1934	Model W	1934	Model W	23	23	1934	Model W	23	23	23	23
1935	Model X	1935	Model X	24	24	1935	Model X	24	24	24	24
1936	Model Y	1936	Model Y	25	25	1936	Model Y	25	25	25	25
1937	Model Z	1937	Model Z	26	26	1937	Model Z	26	26	26	26
1938	Model AA	1938	Model AA	27	27	1938	Model AA	27	27	27	27
1939	Model AB	1939	Model AB	28	28	1939	Model AB	28	28	28	28
1940	Model AC	1940	Model AC	29	29	1940	Model AC	29	29	29	29
1941	Model AD	1941	Model AD	30	30	1941	Model AD	30	30	30	30
1942	Model AE	1942	Model AE	31	31	1942	Model AE	31	31	31	31
1943	Model AF	1943	Model AF	32	32	1943	Model AF	32	32	32	32
1944	Model AG	1944	Model AG	33	33	1944	Model AG	33	33	33	33
1945	Model AH	1945	Model AH	34	34	1945	Model AH	34	34	34	34
1946	Model AI	1946	Model AI	35	35	1946	Model AI	35	35	35	35
1947	Model AJ	1947	Model AJ	36	36	1947	Model AJ	36	36	36	36
1948	Model AK	1948	Model AK	37	37	1948	Model AK	37	37	37	37
1949	Model AL	1949	Model AL	38	38	1949	Model AL	38	38	38	38
1950	Model AM	1950	Model AM	39	39	1950	Model AM	39	39	39	39
1951	Model AN	1951	Model AN	40	40	1951	Model AN	40	40	40	40
1952	Model AO	1952	Model AO	41	41	1952	Model AO	41	41	41	41
1953	Model AP	1953	Model AP	42	42	1953	Model AP	42	42	42	42
1954	Model AQ	1954	Model AQ	43	43	1954	Model AQ	43	43	43	43
1955	Model AR	1955	Model AR	44	44	1955	Model AR	44	44	44	44
1956	Model AS	1956	Model AS	45	45	1956	Model AS	45	45	45	45
1957	Model AT	1957	Model AT	46	46	1957	Model AT	46	46	46	46
1958	Model AU	1958	Model AU	47	47	1958	Model AU	47	47	47	47
1959	Model AV	1959	Model AV	48	48	1959	Model AV	48	48	48	48
1960	Model AW	1960	Model AW	49	49	1960	Model AW	49	49	49	49
1961	Model AX	1961	Model AX	50	50	1961	Model AX	50	50	50	50
1962	Model AY	1962	Model AY	51	51	1962	Model AY	51	51	51	51
1963	Model AZ	1963	Model AZ	52	52	1963	Model AZ	52	52	52	52
1964	Model BA	1964	Model BA	53	53	1964	Model BA	53	53	53	53
1965	Model BB	1965	Model BB	54	54	1965	Model BB	54	54	54	54
1966	Model BC	1966	Model BC	55	55	1966	Model BC	55	55	55	55
1967	Model BD	1967	Model BD	56	56	1967	Model BD	56	56	56	56
1968	Model BE	1968	Model BE	57	57	1968	Model BE	57	57	57	57
1969	Model BF	1969	Model BF	58	58	1969	Model BF	58	58	58	58
1970	Model BG	1970	Model BG	59	59	1970	Model BG	59	59	59	59
1971	Model BH	1971	Model BH	60	60	1971	Model BH	60	60	60	60
1972	Model BI	1972	Model BI	61	61	1972	Model BI	61	61	61	61
1973	Model BJ	1973	Model BJ	62	62	1973	Model BJ	62	62	62	62
1974	Model BK	1974	Model BK	63	63	1974	Model BK	63	63	63	63
1975	Model BL	1975	Model BL	64	64	1975	Model BL	64	64	64	64
1976	Model BM	1976	Model BM	65	65	1976	Model BM	65	65	65	65
1977	Model BN	1977	Model BN	66	66	1977	Model BN	66	66	66	66
1978	Model BO	1978	Model BO	67	67	1978	Model BO	67	67	67	67
1979	Model BP	1979	Model BP	68	68	1979	Model BP	68	68	68	68
1980	Model BQ	1980	Model BQ	69	69	1980	Model BQ	69	69	69	69
1981	Model BR	1981	Model BR	70	70	1981	Model BR	70	70	70	70
1982	Model BS	1982	Model BS	71	71	1982	Model BS	71	71	71	71
1983	Model BT	1983	Model BT	72	72	1983	Model BT	72	72	72	72
1984	Model BU	1984	Model BU	73	73	1984	Model BU	73	73	73	73
1985	Model BV	1985	Model BV	74	74	1985	Model BV	74	74	74	74
1986	Model BW	1986	Model BW	75	75	1986	Model BW	75	75	75	75
1987	Model BX	1987	Model BX	76	76	1987	Model BX	76	76	76	76
1988	Model BY	1988	Model BY	77	77	1988	Model BY	77	77	77	77
1989	Model BZ	1989	Model BZ	78	78	1989	Model BZ	78	78	78	78
1990	Model CA	1990	Model CA	79	79	1990	Model CA	79	79	79	79
1991	Model CB	1991	Model CB	80	80	1991	Model CB	80	80	80	80
1992	Model CC	1992	Model CC	81	81	1992	Model CC	81	81	81	81
1993	Model CD	1993	Model CD	82	82	1993	Model CD	82	82	82	82
1994	Model CE	1994	Model CE	83	83	1994	Model CE	83	83	83	83
1995	Model CF	1995	Model CF	84	84	1995	Model CF	84	84	84	84
1996	Model CG	1996	Model CG	85	85	1996	Model CG	85	85	85	85
1997	Model CH	1997	Model CH	86	86	1997	Model CH	86	86	86	86
1998	Model CI	1998	Model CI	87	87	1998	Model CI	87	87	87	87
1999	Model CJ	1999	Model CJ	88	88	1999	Model CJ	88	88	88	88
2000	Model CK	2000	Model CK	89	89	2000	Model CK	89	89	89	89
2001	Model CL	2001	Model CL	90	90	2001	Model CL	90	90	90	90
2002	Model CM	2002	Model CM	91	91	2002	Model CM	91	91	91	91
2003	Model CN	2003	Model CN	92	92	2003	Model CN	92	92	92	92
2004	Model CO	2004	Model CO	93	93	2004	Model CO	93	93	93	93
2005	Model CP	2005	Model CP	94	94	2005	Model CP	94	94	94	94
2006	Model CQ	2006	Model CQ	95	95	2006	Model CQ	95	95	95	95
2007	Model CR	2007	Model CR	96	96	2007	Model CR	96	96	96	96
2008	Model CS	2008	Model CS	97	97	2008	Model CS	97	97	97	97
2009	Model CT	2009	Model CT	98	98	2009	Model CT	98	98	98	98
2010	Model CU	2010	Model CU	99	99	2010	Model CU	99	99	99	99
2011	Model CV	2011	Model CV	100	100	2011	Model CV	100	100	100	100
2012	Model CW	2012	Model CW	101	101	2012	Model CW	101	101	101	101
2013	Model CX	2013	Model CX	102	102	2013	Model CX	102	102	102	102
2014	Model CY	2014	Model CY	103	103	2014	Model CY	103	103	103	103
2015	Model CZ	2015	Model CZ	104	104	2015	Model CZ	104	104	104	104
2016	Model DA	2016	Model DA	105	105	2016	Model DA	105	105	105	105
2017	Model DB	2017	Model DB	106	106	2017	Model DB	106	106	106	106
2018	Model DC	2018	Model DC	107	107	2018	Model DC	107	107	107	107
2019	Model DD	2019	Model DD	108	108	2019	Model DD	108	108	108	108
2020	Model DE	2020	Model DE	109	109	2020	Model DE	109	109	109	109
2021	Model DF	2021	Model DF	110	110	2021	Model DF	110	110	110	110
2022	Model DG	2022	Model DG	111	111	2022	Model DG	111	111	111	111
2023	Model DH	2023	Model DH	112	112	2023	Model DH	112	112	112	112
2024	Model DI	2024	Model DI	113	113	2024	Model DI	113	113	113	113
2025	Model DJ	2025	Model DJ	114	114	2025	Model DJ	114	114	114	114
2026	Model DK	2026	Model DK	115	115	2026	Model DK	115	115	115	115
2027	Model DL	2027	Model DL	116	116	2027	Model DL	116	116	116	116
2028	Model DM	2028	Model DM	117	117	2028	Model DM	117	117	117	117
2029	Model DN	2029	Model DN	118	118	2029	Model DN	118	118	118	118
2030	Model DO	2030	Model DO	119	119	2030	Model DO	119	119	119	119
2031	Model DP	2031	Model DP	120	120	2031	Model DP	120	120	120	120
2032	Model DQ	2032	Model DQ	121	121	2032	Model DQ	121	121	121	121
2033	Model DR	2033	Model DR	122	122	2033	Model DR	122	122	122	122
2034	Model DS	2034	Model DS	123	123	2034	Model DS	123	123	123	123
2035	Model DT	2035	Model DT	124	124	2035	Model DT	124	124	124	124
2036	Model DU	2036	Model DU	125	125	2036	Model DU	125	125	125	125
2037	Model DV	2037	Model DV	126	126	2037	Model DV	126	126	126	126
2038	Model DW	2038	Model DW	127	127	2038	Model DW	127	127	127	127
2039	Model DX	2039	Model DX	128	128	2039	Model DX	128	128	128	128
2040	Model DY	2040	Model DY	129	129	2040	Model DY	12			



BELTING—Continued

Solid Woven Anti-Squeak Frame and Body Lacing



To prevent the squeak caused by the "give" between the motor car bodies and frames. Woven and treated to give long wear. Made in five sizes: 1, 1 1/4, 1 1/2, 2 and 2 1/2 inches. Put up in 100 foot rolls.

Width	Price Per Ft.	Width	Price Per Ft.
1 inch	15c	2 inch	26c
1 1/4 inch	18c	2 1/2 inch	33c
1 1/2 inch	21c		

Solid Woven Radiator and Hood Lacing

A substantial lace for preventing wear and rattle between hood and radiator. Made in six sizes: 1/4, 3/8, 1/2, 5/8, 3/4 and 7/8 inches. Put up in 100 foot rolls.



Width	Price Per Ft.	Width	Price Per Ft.
1/4 inch	6c	5/8 inch	9c
3/8 inch	7c	3/4 inch	11c
1/2 inch	8c	7/8 inch	12c



For convenience of users and of the trade, Gilmer Solid Woven Radiator and Hood Lacing is also furnished in individual cartons, each containing enough for the radiator or for the cowl of the car. Packed 40 individual cartons—assorted widths to the master carton.

Width	Price Per Carton	Width	Price Per Carton
1/4 inch	50c	3/4 inch	\$1.00
3/8 inch	50c	7/8 inch	1.00
1/2 inch	75c	1 inch	1.25
5/8 inch	75c		

Gilmer Solid Woven Tire and Luggage Straps

These Tire and Luggage Straps will easily outwear any leather or ordinary woven tire strap. Woven extraordinarily tight of tough, long-fibre cotton yarn; specially treated against moisture, grit, oil, etc. Special type buckle which cannot work loose. Made in three sizes; packed in cartons of ten straps each.

Width	Length	Each
1 inch	24 inches	\$0.50
1 inch	36 inches	.50
1 inch	42 inches	.50
1 inch	48 inches	.50
1 1/2 inch	60 inches	.75
1 1/2 inch	72 inches	.75



Link "V" Belting



Made like a chain, of fibre, steel and leather links. The fibre and steel carry the load, the leather gives the grip. Very flexible and well adapted for the small pulleys of the automobile drive.

Width	Links Per Ft.	Angle	Price Per Ft.
3/16	10	28-30°	\$1.05
5/8	9	28-45°	1.20
3/4	8	28-40°	1.10
7/8	8	28-40°	1.80
1	8	28-40°	2.00
1-1/8	6	28-45°	2.50

Laminated "V" Belting



Built up of leather sections put together with coppered rivets. These sections overlap, giving double tensile strength.

Width Inch	Spartan Per Ft.	Oak Grade A Per Ft.
1/2	\$0.33	\$0.41
3/8	.62	.45
3/4	.69	.51

Solid "V" Belting



Made in oak tanned leather of continuous 2 or 3 ply strips, according to requirements of the drives. Standard finish is cable-screwed.

SEND US YOUR MAIL ORDERS

for

Automobile Accessories, Equipment or Replacement Parts for all cars. We can take care of your requirements promptly and efficiently.

	Per ft.
1/2x5/16 inch	\$0.40
5/8x5/16 inch	.50
3/4x5/16 inch	.60
1/2x3/8 inch	.44
5/8x3/8 inch	.54
3/4x3/8 inch	.65



BELTING—Continued



Round

Belting



Flat

Oak-Tanned Round Leather Belting

1/4 -inch, per foot	\$.14
5/16-inch, per foot	.23
3/8 -inch, per foot	.37
7/16-inch, per foot	.44
1/2 -inch, per foot	.53

Round Steel Belt Couplings

1/4 -inch, per pair	\$.22
5/16-inch, per pair	.31
3/8 -inch, per pair	.40
7/16-inch, per pair	.44
1/2 -inch, per pair	.50

Oak-Tanned Flat Leather Belting

Size 1/4-inch, per foot	\$.22
Size 1/2-inch, per foot	.33
Size 1 1/4-inch, per foot	.40
Size 1 1/2-inch, per foot	.50
Size 2 -inch, per foot	.60
Size 2 1/4-inch, per foot	.65
Size 2 1/2-inch, per foot	.70
Size 2 3/4-inch, per foot	.75
Size 3 -inch, per foot	.80
Size 3 1/4-inch, per foot	.85
Size 3 1/2-inch, per foot	.90
Size 3 3/4-inch, per foot	.95
Size 4 -inch, per foot	1.00
Size 6 -inch, per foot	1.72
Size 8 -inch, per foot	2.30

Oak-Tanned V-Shaped Leather Belting

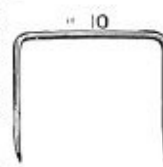


1/2-inch, per foot	\$.50
3/4-inch, per foot	.60

"V" Belt Fasteners

Dealers desiring to make up endless fan belts from "V" Belting in rolls should have on hand a supply of our Fasteners as illustrated. No. 10 Fasteners are the handiest type of Fastener for making a good, substantial joint on a belt.

No. 10V Belt Fastener, list each \$.10



Quick Attachable Belt Fasteners



Our Quick Attachable Belt Fastener is of the "hook type," and is perhaps the most convenient on the market today. The "hook" and "slot" sections are easily attached to each end of the belt by means of rivets. To attach or detach, simply remove hooks from slots.

These Fasteners may be attached in a few minutes' time, positively will not come open on the pulleys, and make an easy, noiseless arc of the fan pulleys.

3/4-inch List, each	\$.10
1 -inch, List, each	.10

Improved Belt Hooks

For round or flat belt. (Illustration 2/3 actual size.)



When bent and clamped into the belt they correspond to the size of the belt.

Per dozen	\$.22
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Specify number of Hook wanted.

Raw Hide Cut Lacing



1/2-inch, 100 feet in package, each	\$4.00
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Alligator Steel Belt Lacing



Saves time, saves labor. No tools required but a hammer.

It is adapted for use on leather, rubber, balata, cotton or canvas stitched belting. A separable lacing, hinging on a rawhide or sectional steel rocker pin.

No. 15 Alligator Steel Lacing for belts, 1/4 to 5/32 inch thick. For light single leather belting one to two inches wide, packed in 8-inch lengths, in boxes containing sufficient for 64 inches in width of belting, complete with gauge pin for applying and 64 inches rawhide hinge pins.

No. 15, weight 78 lb., price	\$2.60
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No. F25 Alligator Steel Lacing for belts 3/16 to 7/32 inch thick. For medium and heavy single leather, 3-ply rubber or 4-ply cotton or balata or any make of belting 1/4 to 7/32 inch thick. Packed in boxes complete with gauge pin and either rawhide or rocker hinge pins as follows: contains sufficient for 48 inches in width of belting in 8-inch lengths:

No. F25, weight 1 1/4 lbs., price	\$2.50
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No. L27 Alligator Steel Lacing for belts 1/4 to 9/32 inch thick. Specially adapted for motorcycle belts.

Packed in boxes containing sufficient for 96 inches in width of belting in 12-inch lengths.

No. L27, per box	\$5.30
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BRAKE LINING

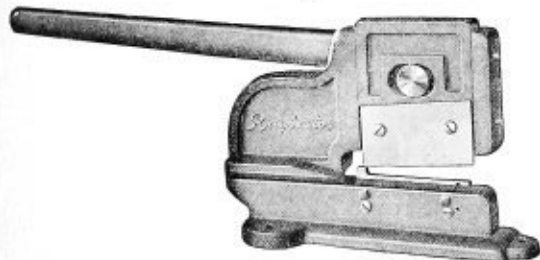
Brake Lining Attaching Kit



For attaching brake lining and disc clutch facings. Set consists of assorted rivets, countersinks and punches.

Full directions for using are on the cover of the box.
No. G498, each\$4.00

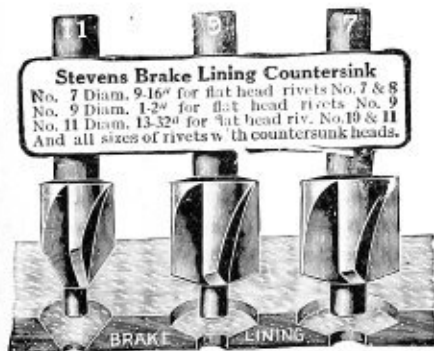
Brake Lining Cutter



Powerful bench cutter with $3\frac{1}{2}$ -inch blade and long lever arm. Cuts up to $3 \times \frac{3}{8}$ -inch banding with ease.

No. G499, each\$15.00

Brake Lining Countersink



Stevens Brake Lining Countersink

No. 7 Diam. 9-16" for flat head rivets No. 7 & 8
No. 9 Diam. 1-2" for flat head rivets No. 9
No. 11 Diam. 13-32" for flat head riv. No. 10 & 11
And all sizes of rivets with countersink heads.

These Countersinks are designed to cut a clean, even hole in any style of clutch or brake lining. The shank is $\frac{1}{8}$ -inch diameter and works satisfactorily in either a hand drill or power press. Made of tool steel, carefully tempered and ground. Furnished singly or in complete sets of the three sizes mentioned.

No. G504, each\$0.30
No. G505, per set80

Universal Brake Band Riveter



This equipment cuts the rivets from the old band, requiring but one stroke of the handle for each rivet. It eliminates any distortion of the band.

In relining it is not necessary to drill or countersink the lining. Split brass rivets are used and the dies of the machine are so designed as to curve the points of the rivets into the lining, well under the surface.

With this machine any one can reline bands at a big saving of time and labor.

No. G67, price\$20.00

Thermoid Brake Lining



Width Inches	Thickness					
	$\frac{1}{8}$ -inch	$\frac{3}{16}$ -inch	$\frac{1}{4}$ -inch	$\frac{5}{16}$ -inch	$\frac{3}{8}$ -inch	$\frac{1}{2}$ -inch
1.....	\$0.40	\$0.45	\$0.50	\$0.70	\$0.83	\$0.96
1 1/2.....	.45	.50	.55	.75	.92	1.06
1 3/4.....	.50	.55	.60	.80	.98	1.16
1 7/8.....	.60	.65	.70	.90	1.13	1.35
2.....	.70	.75	.80	1.00	1.27	1.54
2 1/4.....	.80	.85	.90	1.20	1.47	1.73
2 1/2.....	.90	.95	1.00	1.30	1.62	1.93
2 3/4.....	1.00	1.05	1.10	1.50	1.81	2.12
3.....	1.10	1.15	1.20	1.60	1.96	2.31
3 1/4.....	1.20	1.25	1.30	1.70	2.10	2.50
3 1/2.....	1.25	1.33	1.40	1.80	2.25	2.69
3 3/4.....	1.30	1.40	1.50	1.90	2.39	2.88
3 7/8.....	1.35	1.48	1.60	2.05	2.57	3.08
4.....	1.40	1.55	1.70	2.20	2.74	3.27
4 1/2.....	1.60	1.75	1.90	2.50	3.08	3.65
5.....	1.80	1.95	2.10	2.70	3.37	4.04
5 1/2.....	2.00	2.15	2.30	3.01	3.72	4.42
6.....	2.20	2.35	2.50	3.27	4.04	4.80

Sizes indicated by bold-faced type represent those sizes which have been approved by the Society of Automotive Engineers as "Standard."

Any sizes other than "Standard" must be considered as special.

Gibson Brake Lining

A Display Cabinet Free

Every dealer placing his initial order for 300 or more feet of Gibson Brake Lining will be supplied with an attractive, sturdy steel display cabinet. This "silent salesman" is finished in rich olive green and has adjustable compartments for carrying several of the most popular sizes.



Gibson Solid Woven Brake Lining is made of the highest quality extra long asbestos threads in which are imbedded brass wires. The threads are woven by a patented process into a sturdy, solid unit.

All Gibson Brake Lining is woven over-size and then heavily compressed to caliper exact width and thickness. Every inch is thoroughly im-



pregnated with a compound that renders the product absolutely waterproof, dust-proof, yet leaves it sufficiently pliable at all times.

Our quality products are made expressly for us by one of the biggest and best established brake lining manufacturers in the country. Our specifications demand quality, not just as good as nationally advertised lines—but a superior quality. As we purchase this brake lining in extremely large quantities and being in a position to sell it in connection with our other lines, we are in a position to offer the highest quality at a low price that will enable the dealer to make goodly profits by pushing Gibson Brake Lining.

LIST PRICES PER LINEAL FOOT

WIDTH	THICKNESS						Approximate Weight per 50 ft.
	1/8 in.	5/32 in.	3/16 in.	1/4 in.	5/16 in.	3/8 in.	
1 inch.....	\$.40	\$.45	\$.50	\$.70	\$.80	\$.96	5 lbs.
1 1/4 inch.....	.45	.50	.55	.75	.92	1.06	5 1/2 lbs.
1 1/2 inch.....	.50	.55	.60	.80	.94	1.16	6 1/2 lbs.
1 3/4 inch.....	.60	.65	.70	.90	1.11	1.35	8 lbs.
2 inch.....	.70	.75	.80	1.00	1.26	1.54	9 1/2 lbs.
2 1/4 inch.....	.80	.85	.90	1.20	1.41	1.73	11 1/2 lbs.
2 1/2 inch.....	.90	.95	1.00	1.30	1.56	1.92	12 lbs.
2 3/4 inch.....	1.00	1.05	1.10	1.50	1.72	2.12	14 lbs.
3 inch.....	1.10	1.15	1.20	1.60	1.87	2.31	15 1/2 lbs.
3 1/4 inch.....	1.20	1.25	1.30	1.70	2.02	2.50	17 1/2 lbs.
3 1/2 inch.....	1.25	1.35	1.40	1.80	2.16	2.69	19 lbs.
3 3/4 inch.....	1.30	1.45	1.50	1.90	2.21	2.88	21 lbs.
4 inch.....	1.35	1.50	1.60	2.05	2.31	3.08	22 1/2 lbs.
4 1/4 inch.....	1.40	1.55	1.70	2.20	2.50	3.27	24 lbs.
4 1/2 inch.....	1.80	1.94	2.08	2.50	2.92	3.65	27 lbs.
5 inch.....	1.92	2.11	2.25	2.70	3.22	4.04	30 lbs.
5 1/2 inch.....	2.12	2.31	2.50	3.01	3.52	4.42	35 lbs.
6 inch.....	2.27	2.49	2.71	3.27	3.82	4.80	40 lbs.

STANDARD PACKAGE 50 FOOT ROLLS.

Weight based on 50-foot rolls, 3/16 inch thick, woven. Prices of other sizes not listed in application.

Sizes in above list printed in heavy type are considered essential. All other sizes made up on special order only and subject to delay.



TRANSMISSION LINING

Gibson

TRANSMISSION LINING FOR FORDS



Asbestos

Gibson Asbestos Transmission Brake Lining for Ford Cars is made of closely woven scientifically compressed asbestos fabric, thoroughly impregnated with a compound to give the very best results. A high grade asbestos lining, without wire but with long fibre tough linen threads which replace the wire used in regular woven brake lining. Each package contains one complete set of lining, each strip cut to the correct length and packed with rivets in cartons.

No. G-782, per set.....\$2.00



Style "C"

Gibson Tread Transmission Lining for Ford Cars is made up in sets of exactly correct lengths, each set packed in an individual carton, together with all necessary rivets for proper installation. This lining is made from high quality long-fibre cotton and is scientifically woven and treated. Packed in carton containing complete set with rivets.

No. G-783, per set.....\$1.50

Gibson Band Lining for Fords



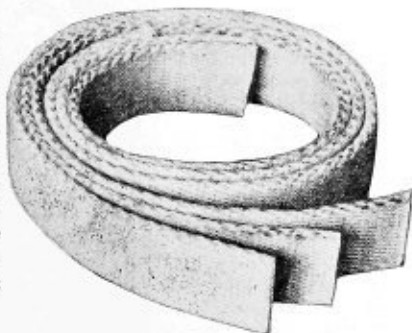
Many Dealers and Garagemen like to cut their own Band Lining for Fords. We can supply our style A Asbestos as described above in standard rolls of 50 foot lengths. These linings are wireless, soft, pliable and of the regular high quality of all other Gibson Products. Sizes 1-1/8x5/32 inches.

List Price Per Ft.

Style A, Asbestos..\$0.25

Smooth Grip Ford Transmission Lining

Smooth Grip Ford Transmission Lining, white, with sewed ends (no box or rivets), 3-strap cut to exact length. This is same grade as standard equipment on Ford cars.



No. G503, per set.....\$0.50
No. G-690, per set, in boxes, with rivets..... .75

Cork Insert Transmission Lining for Fords

Cork Insert Linings allow Fords to start and stop with velvety smoothness. The brake responds to the slightest pressure and the car makes a smooth, quiet stop. It goes into low and picks up speed with the steadiness of a high-priced car. The mechanism killing vibration, the rattle and the chatter are all eliminated. Both corks and fabric wear very slowly. One set of Cork Insert Transmission Lining will outwear three sets of ordinary lining.



No. G500, per set of 3 with rivets.....\$2.75

White Stripe Ford Transmission Lining



White Stripe Lining is made specially for the hard service in the Ford transmission. It is a wonderful combination of weave and treatment. Affords a smooth, sure grip in spite of oil and friction.

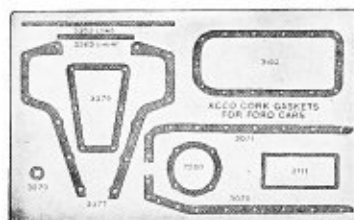
No. G501, Set of three per set.....\$2.00

No. G502, In rolls of 250 ft., per ft..... .36



GASKETS

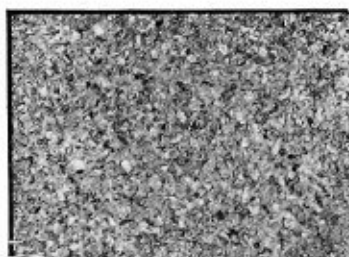
Cork Gaskets for Fords



Order No.	No. in Box	Price per Box
2510B Axle Outer Roller Bearing Washer.....	20	\$0.80
2580 Universal Ball Cap Gasket.....	10	.50
3070 Crank Case and Cyl. Gasket, right.....	10	1.50
3071 Crank Case and Cyl. Gasket, left.....	10	1.50
3102 Crank Case Lower Cover Gasket.....	20	1.20
3111 Cylinder Valve Cover Gasket.....	20	1.00
3279 Magneto Contact Washer.....	10	.30
3363 Short Transmission Cover Strip.....	10	.20
3363 Long Transmission Cover Strip.....	10	.20
3377 Transmission Cover Gasket.....	20	2.00
3379 Transmission Cover Sloping Door Gasket.....	10	.75
No. G533, per complete set.....		\$1.00

Sheet Cork for Gaskets

Due to natural qualities—imperviousness to liquids, and elasticity—cork makes an exceedingly efficient gasket material. It does not permit seepage, and its "come-back" tends to keep joints tight permanently.



So that it will meet the varied requirements of the repairman cork for gaskets is marketed in 12x36-inch sheets. These are made in three thicknesses ($\frac{1}{8}$ ", $\frac{1}{4}$ ", $\frac{3}{8}$ ") and are sold under the trade-name, Acco Cork.

Cork in Sheets 12x36 inches, $\frac{1}{8}$ " thick, per sheet..\$0.55
Cork in Sheets 12x36 inches, $\frac{1}{4}$ " thick, per sheet.. .33
Cork in Sheets 12x36 inches, $\frac{3}{8}$ " thick, per sheet.. 1.10

Felt Washers and Gaskets

For Ford Cars



Carton contains one complete set of 20 felt washers as used on the Ford car.

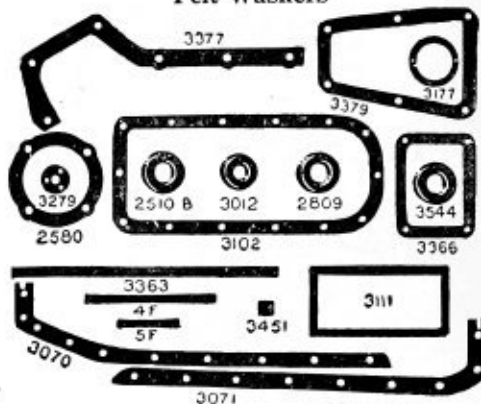
No. G534, per carton.....\$0.75

Felt Washers for Ford Cars

Carton contains 6 felt washers for wheels, crank shaft and steering bracket.

No. G535, per carton.....\$0.15

Felt Washers



	No. Required for Car	Each
3363 Trans Cover Strip 151".....	1	\$0.05
3363 Trans Cover Strip 31".....	1	.05
3363 Trans Cover Strip 73".....	1	.05
3111 Cylinder Door.....	2	.05
3451 Controller Shaft Bracket.....	2	.01
2580 Universal Ball Cap.....	1	.05
3279 Magneto Contact Washer.....	1	.03
3366 Trans Cover Door.....	1	.15
3177 Commutator Ring.....	1	.03
2510B Rear Hub Washer.....	2	.05
2809 Front Wheel Hub.....	2	.05
3012 Crank Shaft.....	1	.05
3544 Steering Bracket.....	1	.03
3377 Trans Cover.....	1 Pr.	.20
3070 Crank Case and Cylinder (left).....	1	.10
3071 Crank Case and Cylinder (right).....	1	.10
3102 Crank Case Cover.....	1	.15
3379 Trans Cover Door.....	1	.10

Sheet Felt for Gaskets

Best quality felt for washers or gaskets in sheets 36x36 inches.

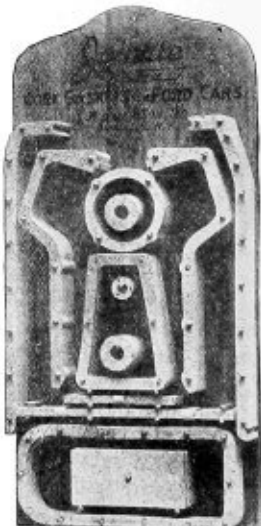
Blue Felt, 1-inch, per pound.....	\$2.50
Blue Felt, 5/16-inch, per pound.....	2.50
Blue Felt, 3/8-inch, per pound.....	2.50

A sheet of 1-inch weighs about 24 pounds.

Cork Gaskets for Fords

These display boards are supplied in two sizes. One has 25 sets of Cork Gaskets for Fords and the other board has 50 sets. A complete set consists of the following gaskets: 2 each of the 2510B, 3111B, and 3377B and one each of 2580, 3070B, 3071B, 3279, 3363 short, 3363 long, 3379B, and 3102B.

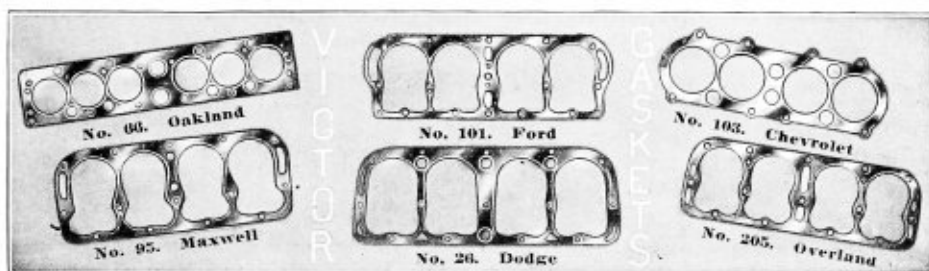
The boards are of laminated wood so constructed to prevent warping. The boards have a highly polished finish. Gaskets are mounted on wooden pegs, so they are easily removed or attached without tearing.



No. 1, complete sets on board.....	\$20.00
No. 2, complete sets on board.....	30.00



CYLINDER HEAD GASKETS



Cylinder Head Gaskets for Passenger Cars

For convenience in selecting stock the bigger sellers are shown in bold face. Cylinder head gaskets are packed in cartons of 25 or 10.

The VICTOR GASKET GUIDE contains information and illustrations on all cylinder heads, special and small gaskets including gaskets for more uncommon models. Ask for a copy.

Victor Number	Name	Model Year	List Price, Each
63	Abbott 6-44	1916-18	See Continental 7W
206	Allen 1919-23		\$1.70
63	Anderson 6	1917-19	See Continental 7W
350	Anderson 6-40	1920-23	See Cont. 7R-SR
428	Anderson Light 6	1922-23	See Continental 6Y
333	Apperson 8	1918-23	.80
43	Auburn 6-39-40	1915-17 (Teetor)	1.00
47	Auburn 6-39	1917	See Rutenber 25
63	Auburn 6-39	1918-19	See Continental 7W
350	Auburn 6-39-51	1920-23	See Cont. 7R-SR
428	Barley Light 6	1923	See Continental 6Y
350	Bay State 6	1922-23	See Cont. 7R-SR
281	Beaver Motor CK-CL	6-3 1/2 x 5 1/4	2.50
251	Briscoe 4-34	1920-21	1.00
379	Buda Motor MU	4-3 3/8 x 5 1/8	2.00
51	Buick 4	1916-18	.80
397	Buick 4	1922-23	.50
113	Cadillac 8	1917-23	(2) .64
38	Caille Motor	6-3 1/4 x 5	3.50
25	Case 4T	1916-17	1.50
350	Case 6X	1922-23	See Cont. 7R-SR
377	Case 6W	1923	See Continental 6T
72	Chalmers 6-32	1915	2.50
8	Chalmers 6-35A-B	1916-18	1.60
7	Chalmers 6-35C	1918-22	1.50
449	Chandler 6	1923	1.30
103	Chevrolet	all models 1917-23	.46
103-A	Same Gasket with bolt holes flanged.		.47
275	Cleveland 6-41	1919-23	.39
79	Cole 6-60	1915 (Northway 37)	(3) .99
64	Cole 8	1916-23	(2) .76
63	Columbia 6	1917-19	See Continental 7W
350	Columbia 6	1919-23	See Cont. 7R-SR
47	Columbia 6 "Challenger"	1919-22	See Rutenber 25
428	Columbia Light 6	1922-23	See Continental 6Y
110	Continental Motor 6H	6-3 1/2 x 5 1/4	\$1.50
	Used in several Big Sixes 1915-17, including Paige, National, etc.		
9	Continental Motor 6V-7V	6-2 7/8 x 4 1/8	1.00
	Used in Saturn & Moon Light Sixes 1916-19.		
63	Continental Motor 7W	6-3 1/2 x 4 1/2	1.00
	Used in about 50 cars 1916 to 1919, including many widely sold models.		
350	Continental Motor 7R	6-3 1/4 x 4 1/2	1.10
	SR 6-3 3/8 x 4 1/8; 6S 6-3 5/16 x 4 1/8		
	Widely used motors 1920 to 1923, Jordan-Case, Columbia-Velie-Westcott and many others.		
	Same gasket for all three models of motor.		

Victor Number	Name	Model Year	List Price, Each
428	Continental Motor 6Y	6-3 1/8 x 4 1/4	.80
	Light Six motor of 1922 used in several important cars.		
377	Continental Motor 8AA-6T		1.60
385	Courier 6	1923	1.80
88	Cunningham 8	1919-23	(4) .70
200	Daniels 8	1920-23	(2) 1.60
63	Davis 6-46	1916-19	See Continental 7W
350	Davis 6-61-67	1920-23	See Cont. 7R-SR
428	Davis Light 6	1922-23	See Continental 6Y
82	Dixie Flyer 4-L	1917-18	See Lycoming L
220	Dixie Flyer 4	1919	See Herschell 2700
356	Dixie Flyer 4	1920-23	See Herschell 7000
26	Dodge 4—all models	1915-23	.42
82	Dort 4 5A 6-7	1916-17	See Lycoming L
107	Dort 4 8-10-11-15-17	1918-22	See Lycoming K
385	Dort 6	1923	1.80
37	Drexel	1915-17	2.50
402	Duesenberg 8	1922-23	2.00
401	Durant 4	1922-23	.60
393	Durant 6	1922	1.40
456	Durant 6	1923	1.40
251	Earl 4-40	1922-23	1.00
107	Elcar 4	1917-23	See Lycoming K
63	Elcar 6	1918-19	See Continental 7W
350	Elcar 6	1919-23	See Cont. 7R-SR
173	Elgin 6 E	1916 (Walker)	1.50
114	Elgin 6-H-K	1917-23	See Falls
201	Essex 4-A	1918-23	.90
114	Falls Motor	6-3 1/8 x 4 1/4	.80
59	Ferro Motor 8-3	3 1/2 x 3 1/2	(2) 1.50
101	Ford 4—all models 1909-23		.30
101-A	Ford 4 Fibre top bound edge		.26
101-B	Ford 4 Fibre top		.24
101-C	Ford all copper bound edge		.32
107	Gardner 4-G	1920-22	See Lycoming K
426	Gardner 4	1923	See Lycoming C
436	G. B. & S. Motor S	4-3 3/8 x 4 1/8	1.50
	Used on a number of cars 1916 to 1920 including Pullman 4		
173	Grant 6 T & U	1915-16	1.50
114	Grant 6 C-K	1917-19	See Falls
243	Grant 6 H-K	1920-23 (Walker)	1.40
414	Gray 4	1922-23	.60
381	Gray Beall Motor	4-3 1/2 x 5	1.30
5	Gray Motor X-104	4-3 1/2 x 5	2.00
350	Hanson 6-54-60	1920-23	See Cont. 7R-SR
428	Hanson Light 6	1922-23	See Continental 6Y
46	Haynes 12	1917-23	(2) 2.00
383	Haynes 6-75 (ends)	1921-23	(2) .60
383-A	Haynes 6-75 (center)	1921-23	.60
387	H. C. S. 4	1920-23	1.30



CYLINDER HEAD GASKETS—Continued

Passenger Cars (Continued)

Victor Number	Name	Model	Year	List Price, Each
223	Herschell Spillman Motor 2700	4-3 1/2 x 5	1910-1919, including Dixie Flyer	1.50
356	Herschell Spillman Motor 7000	4-3 1/2 x 5	Used on a number of cars 1920-23	1.50
282	Herschell Spillman Motor 11000	6-3 1/2 x 5	1920-23	1.80
7485	Holmes 6	1919-23	(6)	.10
399	Hudson 6	1914-23		.90
191	Hupmobile 4-R	1916-22		.62
450	Hupmobile 4	1923		.62
36	Interstate 4	1915-17 (Rutenber)		2.00
121	Interstate 4	1918 (Beaver)		2.00
79	Jackson 6-48	1915 (Northway 37)		.90
35	Jackson 4-34	1916 (Northway 52)		1.50
350	Jackson 6-38	1920-23	See Cont. 7R-SR	1.50
13	Jeffrey 6-671	1917		1.50
365	Jewett 6	1922-23		1.10
350	Jordan 6-M-MX	1919-23	See Cont. 7R-SR	1.50
6	Kissel 12	1918 (Weidely C)	(4)	.80
50	Kissel 6	1917-23		1.30
455	Lafayette 8	1920-23		1.50
132	Laurel or Roof head for Ford Motor			1.50
386	Leach Biltwell 6	1922-23		2.00
55	Lewis Motor 6-3 1/2 x 5 1/4			3.00
268	LeRo Motor 4-3 1/2 x 4 1/2		Used on a number of cars and trucks	1.00
63	Lexington 6-R	1918-19	See Continental 7W	
350	Lexington 6-S	1920-21	See Continental 7R	
266	Lexington 6-T	1920-21		1.40
393	Lexington 6-ST	1922-23		1.40
63	Liberty 6-10A	1916-17	See Continental 7W	
246	Liberty 6-10C-D	1920-23	(3)	.70
301	Lincoln 8	1920-23	(2)	1.30
437	L. P. C. (Lewis Motor) 6-3 1/2 x 6			4.00
34	Lycorning Motor DXU	4-3 1/2 x 5		1.30
82	Lycorning Motor L	4-3 1/2 x 5	Used on several cars up to 1917	1.30
107	Lycorning Motor K	4-3 1/2 x 5	Used extensively in a number of cars inc. Dorr and Gardner 1920-22	.70
426	Lycorning Motor 4 Model C			1.00
319	McFarlan 6	1917-23	(2)	2.50
114	Masibohm 6	1918-21	See Falls	
4	Marmion 6-41	1914-16		2.00
109	Marmion 6-34-34B	1917-19		1.30
225	Marmion 6-34C	1920-23	(2)	.80
52	Mason Motor 4-3 1/2 x 5			2.00
104	Maxwell 4	1914-15		.90
95	Maxwell 4	1916-23		.46
98	Metz 4	1916-18		1.50
185	Mitchell 6 C-E-F-42	1916-21		1.30
186	Mitchell 6 D-E-F-40	1917-21		1.10
441	Mitchell F-50	1922-23		1.10
45	Monroe 4-M2	1914-17 (Mason)		1.00
44	Monroe 4-M3	1918 (Sterling)		1.00
216	Monroe 4-S7-S12	1919-23		1.00
63	Moore 6-48	1916-17	See Continental 7W	
9	Moore 6-36-38	1918-19	See Continental 7V	
350	Moore 6-48	1919-23	See Cont. 7R-SR	
428	Moore 6-40	1922-23	See Continental 6V	
111	Nash 6-681-691	1918-23		.90
327	Nash 4-41	1921-23		.80
192	National 12	1916-19		2.00
228	National 6	1919-23		1.50
287	Nelson 4-D & E	1917-21		1.40
63	Noma 6-A & B	1920	See Continental 7W	
350	Noma 6-C	1921-23	See Cont. 7R-SR	
79	Oakland 6-48-49	1913-15 (Northway 37)		.90
35	Oakland 4-36-37-38	1914-16 (Northway 52)		1.50
64	Oakland 8-50	1916-17 (Northway 308)		.76
66	Oakland 6-32B-34B-44	1916-23		.50
65	Oldsmobile 4-42-43	1914-16 (Northway 45)		1.50
28	Oldsmobile 8-44	1916		1.20

Victor Number	Name	Model	Year	List Price, Each
53	Oldsmobile 8-45-46	1917-23	(2)	.90
66	Oldsmobile 6-37	1918-20	See Oakland	
103	Oldsmobile 4-43A	1921-23		.46
371	Oldsmobile 8-47	1921-23		.60
1	Overland 4-83-85	1916-18		1.10
2	Overland 4-75-90	1916-19		.70
205	Overland 4	1920-23		.50
30	Packard 12	2-25-2-35	1916-17	1.10
106	Packard 12	3-25 3-35	1918-23	1.16
331	Packard 6	1920-21		1.00
429	Packard 6	1922-23		1.00
110	Paige 6-46	1915-17	See Continental 6H	
47	Paige 6-38-40	1915-19	See Rutenber 25	
365	Paige 6-42-44	1920-22		1.10
377	Paige 6-66	1920-23		1.50
63	Paterson 6-45-49	1916-19		1.50
350	Paterson 6-50-52	1920-23	See Continental 7W	
107	Piedmont 4-30	1919-23	See Lycoming K	
350	Piedmont 6-40	1919-23	See Continental 7R-SR	
118	Pierce Arrow 6-48-51	1916-20	(3)	1.00
375	Pierce Arrow 6-38	1916-21	(3)	1.00
390	Pierce Arrow 6-32	1921-23		2.00
43	Pilot 6	1915-20	See Teetor Hartley	
282	Pilot 6-50	1921-23	See Herschell 11000	
3	Premier 6-48 to 51	1914-16		3.00
108	Premier 6 B-C-D	1917-23		2.00
62	Pullman 6	1914-16		3.00
328	Rajo Racing head for Ford Motor			1.00
78	Regal 4-D	1915		2.50
29	Regal 8-F	1916-17 (Port Huron)		2.00
31	Regal 4-J	1917-18		2.00
345	Reo 6	1920-23		.80
434	Rickenbacker 6	1922-23		1.00
398	R. & V. Knight 4-R	1921-23	(2)	.50
407	R. & V. Knight 6-J	1921-23	(2)	.80
47	Rutenber Motor 22-25	6-3 1/2 x 5		1.10
	Used on a number of important cars inc. Paige, Auburn, etc.			
54	Saxon 4	1914-17 (Cont. OA)		.70
9	Saxon 6	1916-19	See Continental 7V	
315	Saxon 4 Duplex 125	1920-21 (R. & V. OS)		1.20
381	Saxon 4 Duplex 125G	1922-23 (Gray Beal)		1.30
63	Sayers 6	1920-23	See Continental 7W	
350	Sayers 6	1920-23	See Continental 7R-SR	
40	Scripps Booth 4-C	1915-16 (Sterling)		.90
74	Scripps Booth 8-D	1916-18 (Ferro)	(2)	1.00
103	Scripps Booth 4-G	1918	See Chevrolet	
66	Scripps Booth 6-39-42	1918-21	See Oakland	
350	Scripps Booth 6-43-46		See Continental 7R	
103	Sheridan 4	1921	See Chevrolet	
425	Star	1922-23		.50
384	Stearns-Knight 4	1918-23	(2)	.79
84	Stephens 6-70-80-90	1918-22		.90
417	Stephens 6-90	1922-23		.90
44	Sterling Motor 4-3 x 4 1/4			.90
410	Studebaker 4-SF	1918-19		1.00
190	Studebaker Big 6	1918-23		1.20
252	Studebaker Special 6	1919-23		1.20
297	Studebaker Light 6	1920-23		1.10
406	Stutz 4	1922-23		2.00
448	Stutz 6	1923		2.00
33	Sun 6	1916-17		3.00
248	Supreme Motor Model S4	4-3 1/2 x 5		2.00
326	Supreme Motor Model 5K	6-3 1/2 x 5		3.00
43	Teetor-Hartley Motor 6-3 x 5			1.50
115	Templar 4-445	1918-23		1.00
663	Velie 6 22-28-38	1916-19	See Continental 7W	
114	Velie 6-34	1920-22	See Falls	
350	Velie 6-48	1920-23	See Continental 7R-SR	
395	Velie 6-58	1922-23		1.00
6	Weidely Motor C	12-2 1/2 x 5	(4)	.80
	Used on Austin, Hail, Kissel, Putnam, Singer, Weidely			
35	Westcott 4	1914-15 (Northway 52)		1.50
79	Westcott 6-U50	1915 (Northway 37)		.90
63	Westcott 6	1916-19	See Continental 7W	
350	Westcott 6	1920-23	See Continental 7R-SR	
97	White 4 16 Valve	1917-18		2.00
233	Winton 6	1916-23	(3)	1.50
71	Woods Moblette	1915 (Universal)		1.00
48	Woods Moblette	1917 (Milwaukee)		2.50



CYLINDER HEAD GASKETS—Continued

Trucks—Tractors

Cylinder head gaskets for motors used in trucks and tractors. In ordering gaskets for trucks or tractors it is best to indicate the motor used. For list of trucks and tractors, consult the Victor Gasket Guide.

Victor Number	Name	Model	Year	List Price, Each
184	Advance-Rumely "Oil Pull" K	12-20		1.30
140	Advance-Rumely "Oil Pull" H	14-28 16-30		2.00
208	Advance-Rumely "Oil Pull" G	20-40		1.60
182	Advance-Rumely "Oil Pull" G	30-60	(2)	1.80
221	Allis Chalmers	18/30		2.00
300	All Work Tractor C	14/28	(4)	1.20
271	All Work Tractor G	12/25	(4)	1.20
244	All Work Tractor 4 x 6		(4)	1.00
295	American LaFrance Truck	5 Ton		2.50
123	Associated Mfg. Co. Motor	6-4 1/2 x 6		2.50
198	Aultman & Taylor	30/60	(2)	1.50
234	Aultman & Taylor	22/45	(2)	1.50
403	Autocar 27-HK	3 Ton		1.50
412	Autocar YB	5 Ton		1.50
194	Avery Truck 6 cyl. GL 1 Ton			2.00
281	Beaver Motor CK-CL	6-3 1/2 x 5 1/4		2.50
89	Beaver Motor JA	4 1/2 x 6 JB 4 1/2 x 6		2.50
155	Best Tracklayer C	38/75	(4)	1.50
154	Best Tracklayer E	18/40	(4)	1.50
231	Bethlehem K	1 Ton		2.00
232	Bethlehem G. & H.	2-3 Ton		2.50
236	Bethlehem J	4 Ton		3.00
368	Buda Motor ATU	4-4 1/4 x 6 1/2		4.50
368	Buda Motor BTU	4-5 x 6 1/2		4.50
211	Buda Motor DTU	4-3 1/2 x 5 1/4		2.50
211	Buda Motor CTU	4-3 1/4 x 5 1/4		2.50
253	Buda Motor FTU	4-4 x 5 1/2		3.00
253	Buda Motor ETU	4-4 1/4 x 5 1/2		3.00
424	Buda Motor GTU	4-4 x 5 1/4		2.50
210	Buda Motor HTU	4-4 1/4 x 5 1/2		2.30
379	Buda Motor MU	4-3 1/4 x 5 1/8		2.00
209	Buda Motor XTU	4-4 1/4 x 6		3.00
209	Buda Motor YTU	4-4 1/2 x 6		3.00
49	Buffalo Motor BA	4-3 1/2 x 5		3.00
174	Buffalo Motor CA	4-4 x 5		2.00
10	Case 10/20			1.50
40	Case 10/25			1.10
156	Case 15/25			2.00
105	Case (Wallis Cub) 15/25			1.50
389	Cletrac F	9/16		1.50
285	Climax Motor TU	4-5 1/2 x 7	(2)	2.00
117	Climax Motor K-KU	4-5 x 6 1/2	(2)	2.00
96	Continental Motor UA	4-3 1/2 x 5		1.20
143	Continental Motor BU	4-4 1/2 x 6	(2)	1.10
247	Continental Motor J4	4-3 3/4 x 5		1.40
442	Continental Motor K4	4-4 1/8 x 5 1/4		1.30
269	Continental Motor L4	4-4 1/2 x 5 1/2	(2)	1.20
203	Emmerson-Brantingham	12/20	(2)	2.00
353	Erd Motor TF 4 x 6	TFU 4 1/4 x 6		2.00
152	Fordson 10/20			.90
418	Federal Truck S-T-U	4-3 1/2 x 5 1/2	(4)	.40
280	Federal Truck W-X	4-4 1/2 x 5 1/2	(2)	.40
304	G. M. C. K 15-16	3 1/2-1 Ton		1.60
303	G. M. C. K-41	2 Ton		1.80
302	G. M. C. K-71-101	3 1/2-5 Ton		2.00
5	Gray Motor X-104	4-3 1/2 x 5		2.00
199	Gray Motor (Victory)	4-3 1/2 x 5		2.00
11	Gray Motor F-104	4-3 1/2 x 5		1.50
438	Hart Parr Tractor 30			1.50
354	Hercules Motor T 4 x 6 T2	4 1/4 x 6	(4)	2.00
240	Hercules Motor CU2	3 1/2 x 5 1/8 CU3		2.00
152A	Hercules Motor O	4 x 5		1.00
279	Hercules Motor MU2	4 1/4 x 5 1/2 MU3		2.50
356	Herschell Spillman Motor 7000	4-3 1/2 x 5		1.50
420	Hinkley Motor HA-200	4 1/2 x 5 1/2		1.50
419	Hinkley Motor HAA300	3 3/4 x 5 1/4	(2)	1.50
419	Hinkley Motor HAA400	4 x 5 1/4	(2)	1.50

Victor Number	Name	Model	Year	List Price, Each
148	Holt Caterpillar	40/45		1.10
151	Holt Caterpillar	75 70/120	(4)	1.10
149	Holt Caterpillar	55-75 M11, MS16-17-21	(4)	.90
149A	Holt Caterpillar T16	40/60	(4)	.90
172	Holt Caterpillar M12	M15 25/40	(4)	1.10
405	Holt Caterpillar T35			1.50
107	I. H. C. Speed Wagon			.70
374	I. H. C. Truck GL 2, 3, 3 1/2 & 5 Ton			1.60
175	I. H. C. Tractor 8/16			1.30
168	I. H. C. "Light Tractor"		(2)	2.00
169	I. H. C. Mogul Tractor 8/16			1.60
170	I. H. C. Mogul Tractor 10/20			2.00
138	I. H. C. Titan Tractor 10/20			1.10
139	I. H. C. Tractor 15/30		(2)	1.30
422	I. H. C. Tractor 1922	4-4 1/2 x 5 8/16		1.30
444	I. H. C. Tractor 1923			1.30
317	Keck Gonnerman Tractor C	15/30		3.00
124	LaCrosse Tractor F & G	12/24		1.50
284	LaCrosse Tractor M	6/12		2.50
268	LeRoi Motor 2C	4-3 1/8 x 4 1/2	(2)	1.00
143	Liberty Motor (Truck)	4-4 1/2 x 6	(2)	1.10
73	Light Motor H	4-3 1/4 x 4 1/2		2.00
82	Lycorning Motor L	4-3 1/2 x 5		1.30
107	Lycorning Motor K	4-3 1/2 x 5		.70
318	Midwest Motor 400	4-4 1/2 x 6	(2)	2.00
378	Midwest Motor 402	4-4 1/8 x 5 1/4	(2)	2.00
447	Midwest Motor 399	4-4 1/4 x 6	(2)	2.00
144	Moline Universal D	9/18		1.00
145	Moline Universal BC	10/12	(2)	1.50
394	Pierce Arrow Truck T-2 R-10	3 1/2-5 Ton		1.60
120	Republic Truck 9-10-14	3 1/2-1 Ton		1.00
47	Rutenber Motor 25	4-4 1/4 x 5 1/2		1.10
217	Samson Tractor M			1.50
103	Samson "Iron Horse"		See Chevrolet	
161	Samson "Sieve Grip"	12/25		4.00
242	Stearns Motor GU	4 1/4 x 6 HU 4 1/2 x 6		2.50
250	Stearns Motor AU	4 1/4 x 6 1/2 BU 5 x 6 1/2		3.50
87	Twin City Tractor	16/30		3.00
133	Twin City Tractor	40/65		2.50
274	Twin City Tractor	20/35		2.50
212	Twin City Tractor	12/20		1.60
147	Twin City Tractor	25/45		2.50
172	U. S. Artillery Tractor	25/40	(4)	1.10
171	Velie Biltwell Tractor	12/24		2.50
74	Vim 27-28-29-30	1/2 Ton		.70
313	Waterloo Boy Tractor R. & N.	12/25		1.50
196	Waukesha Motor BUX	4-3 1/2 x 5 1/4		2.00
32	Waukesha Motor TU	4-3 1/2 x 5 1/4		2.50
264	Waukesha Motor CU	4-4 1/2 x 5 1/4	(2)	1.60
439	Waukesha Motor DU	4-4 1/2 x 6 1/4	(2)	1.50
440	Waukesha Motor EU	4-5 x 6 1/4	(2)	1.50
273	Waukesha Motor FU	4-4 x 5 1/4	(2)	1.60
129	Weidely Motor M	4-3 3/4 x 5 1/2		1.30
387	Weidely Motor M, MA, MAB, MAT, MAU, 4 Cyl.			1.30
188	White Truck GO 15-20-40	3/4, 2, 3 1/2 Ton		1.60
189	White Truck GN 45	5 Ton		1.60
77	Wisconsin Motor QU	4-3 1/2 x 5		3.50
490	Wisconsin Motor TAU	4 x 6 UAU 4 1/4 x 6		2.00
490	Wisconsin Motor NU	4-4 1/4 x 5		1.50
409	Wisconsin Motor SU	4-4 x 5		1.50



SMALL GASKETS



Closed Type



French Type



Lug Type



Flange (Exhaust) Type

Flange Type
Oval Belt Holes

Center Flange Type



Two Flange Type

VICTOR small gaskets are now packed in telescoping cartons, labelled with Victor numbers in large figures, size and type. Cartons contain 100 gaskets and are sealed.

Following is list of gaskets in common use. The Victor line includes thousands of other sizes most of which are shown in the Victor Gasket Guide.



Victor No.	Type	Size	Common Use	List per 100
2018	Closed	1 1/2" x 1 1/2"	For Standard 1/2" Stud Bolts	\$ 0.90
2024	"	1 1/2" x 1 1/2"	Commonly used on studs	.90
2050	"	1 1/2" x 1 1/2"	Commonly used Standard size Gasket	.84
2085	"	1 1/2" x 1 1/2"	Standard 1/2" stud Bolt	1.00
2106	"	1 1/2" x 1 1/2"	Metric Spark Plug	.72
2108	"	1 1/2" x 1 1/2"	Ford Crank Case Drain (Part 3080-A)	.80
2123	"	1 1/2" x 1 1/2"	1/2" Spark Plug	.90
2125	"	1 1/2" x 1 1/2"	Standard 1/2" Spark Plug	.64
2146	"	1 1/2" x 1 1/2"	Commonly used Standard size	1.40
2163	"	1 1/2" x 1 1/2"	Commonly used Standard size	1.30
2172	"	1 1/2" x 1 1/2"	Chevrolet, Dodge, General use	1.40
2185	"	1 1/2" x 1 1/2"	Ford. Also used in many other cars	.80
2211	"	1 1/2" x 1 1/2"	Overland, also Standard	1.70
2222	"	1 1/2" x 1 1/2"	Buick Intake and Exhaust	2.50
2224	"	1 1/2" x 1 1/2"	Chevrolet Manifold	1.90
2235	"	1 1/2" x 1 1/2"	Chandler Cylinder Plug—General use	1.90
2246	"	1 1/2" x 1 1/2"	Buick Intake Manifold	2.60
2252	"	1 1/2" x 1 1/2"	Maxwell Manifold	2.10
2259	"	1 1/2" x 1 1/2"	Dodge, (1) Standard size general use	2.00
2290	"	1 1/2" x 1 1/2"	Standard size general use	2.10
2312	"	1 1/2" x 1 1/2"	In general use	2.60
2325	"	1 1/2" x 1 1/2"	Dodge, Exh. Manifold Standard size	2.90
2339	"	1 1/2" x 1 1/2"	Standard Port Plug Gasket	2.90
2356	"	2 1/2" x 2 1/2"	Standard Port Plug Gasket	1.90
2424	"	2 1/2" x 2 1/2"	Standard size in general use	2.40
2465	"	2 1/2" x 2 1/2"	Standard size in general use	2.60
2510	"	2 1/2" x 2 1/2"	Standard size in general use	3.00
4093	French	1 1/2" x 1 1/2"	Standard size	1.90
4118	"	1 1/2" x 1 1/2"	Metric Spark Plug	1.00
4141	"	1 1/2" x 1 1/2"	Standard 1/2" Spark Plug	1.30
4155	"	1 1/2" x 1 1/2"	Standard size	1.60
4196	"	1 1/2" x 1 1/2"	Standard size	1.80
4257	"	1 1/2" x 1 1/2"	Oakland Radiator Cap	4.40
4258	"	1 1/2" x 1 1/2"	Buick Radiator Cap	5.00
4302	"	1 1/2" x 1 1/2"	Standard size	2.30
4346	"	2 1/2" x 2 1/2"	Standard size	2.90
4390	"	2 1/2" x 2 1/2"	Standard size	3.00
4710	Lug	1 1/2" x 1 1/2"	Oakland Intake	3.00
4715	"	1 1/2" x 1 1/2"	Oakland Exhaust	3.50
4757	"	1 1/2" x 1 1/2"	Standard size general use	5.30
5068	Flange(Exhaust)	1 1/2" Center Hole	1 1/2" S. A. E. Carburetor	3.50
5085	"	1 1/2" C. H.	7/8" S. A. E. Carburetor	3.60
5096	"	1 1/2" C. H.	Ford Carburetor (Part 4134)	1.70
5118	"	1 1/2" C. H.	Franklin Suction and Exhaust Yoke	3.00
5145	"	1 1/2" C. H.	1" S. A. E. Carburetor	3.50
5200	"	1 1/2" C. H.	1 1/2" S. A. E. Carburetor	4.20
5211	"	1 1/2" C. H.	Ford Cylinder Water Inlet (Part 3018)	2.00
5242	"	1 1/2" C. H.	Standard size	4.50
5277	"	1 1/2" C. H.	Standard	4.60
5324	"	1 1/2" C. H.	1 1/2" S. A. E. Carburetor	4.50
5328	"	1 1/2" C. H.	Ford Cyl. Water Inlet (Part 3005)	2.80
5383	"	1 1/2" C. H.	Studebaker, Standard size	5.80
5420	"	1 1/2" C. H.	1 1/2" S. A. E. Carburetor	5.40
5497	"	2 1/2" C. H.	2" S. A. E. Carburetor	8.00
5562	"	2 1/2" C. H.	Standard size	9.00
5904	Flange	1 1/2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	3.80
5908	(Oval Bolt Hole)	1 1/2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	3.80
5928	"	1 1/2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	3.80
5940	"	1 1/2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	4.00
5942	"	1 1/2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	4.80
5960	"	2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	6.00
5985	"	2 1/2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	8.00
5996	"	2 1/2" C. H.	Oval Bolt Hole 1 1/2" x 1 1/2"	10.00
6044	Round	2 1/2" x 3 1/2"	Buda	14.00
6314	Center Flange	1 1/2" x 1 1/2"	Wilmo Manifold	3.20
6360	"	1 1/2" x 1 1/2"	Overland Int. and Exhaust Manifold	5.00
6510	Two Flange	1 1/2" C. H.	Ford Manifold (Parts 3063-3064)	4.00
6512	"	1 1/2" C. H.	Overland Int. and Exhaust, Buick Exhaust	4.20
6514	"	1 1/2" C. H.	Buick Studebaker Intake	4.60
6516	"	1 1/2" C. H.	Maxwell Exhaust	4.80
6527	"	1 1/2" C. H.	Studebaker Exhaust	5.80



GASKET ASSORTMENTS

French Type Gaskets



JV-24

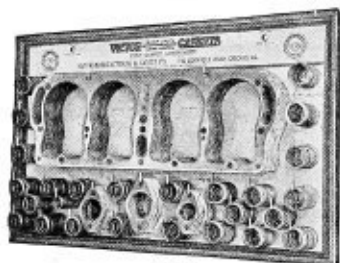
Victor Number	List Price
JV-22 Closed Type Gasket Assortment, in wood box, 200 gaskets of commonly used sizes.....	\$ 3.50
JV-24 French Type Gasket Assortment, in wood box, 100 gaskets of commonly used sizes.....	3.00
JV-23 Flange (Exhaust) type Gasket Assortment, in wood box, 50 gaskets of commonly used sizes.....	2.70
JV-21 Motor-Cycle Assortment, commonly used Closed and French Type Gaskets and Solid Copper Washers in wood box, 170 pieces.....	3.50
JV-42 Buick Assortment—300 small Gaskets of sizes used in Buick Car, in wood box.....	4.50

Ford Items



JV-25

Victor Number	List Price
JV-25 12 Complete sets of Ford gaskets in wood box.....	\$ 6.25
JV-26 25 Complete sets of Ford gaskets in wood box.....	12.00
JV-27 50 Complete sets in wood box.....	23.00
JV-9 12 Sets without cylinder head in wood box.....	2.40
JV-31 Complete sets in bulk, per 100.....	42.00
JV-32 Sets without cylinder head in bulk, per 100.....	12.00
JV-33 Sets without cylinder head in envelopes, per 100.....	16.00



JV-53

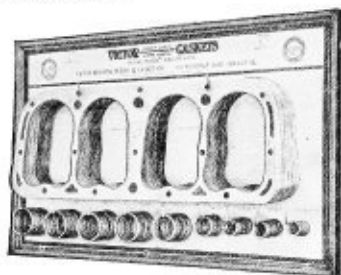
Victor Number	List Price
JV-53 For Fords. This board contains 25 cylinder head and 250 small gaskets or 25 sets including Victor two flange gasket for manifold (Victor No. 6510).....	\$20.50
JV-52 For Fords. This board is same as JV-53 except that plain ring gasket (Ford part 3063) (Victor 2185) is substituted for the two flange gasket.....	15.50

Victor Gasket Boards

(For Widely Used Cars)

Complete sets of gaskets on boards—particularly adapted for service stations, car dealers, etc.

The Gasket Boards are shipped in substantial fibre cartons. The location of the bolts and gaskets is plainly marked. For shipping, gaskets are tied and properly tagged.



DODGE BOARD

Other Boards are Similar

Victor Number	List Price
JV-50 DODGE—25 Cylinder heads and 25 sets small gaskets for Dodge (250 gaskets).....	\$19.00
JV-51 CHEVROLET—25 Cylinder head gaskets (103A) and 25 sets small gaskets for Chevrolet (150 gaskets).....	26.00
JV-54 OAKLAND—25 cylinder heads and 25 sets small gaskets for Oakland (250 gaskets).....	24.00
JV-55 OVERLAND LIGHT 4—(1920-22) 25 Cylinder heads and 25 sets small gaskets for Overland 4 (425 gaskets).....	24.00
JV-56 OVERLAND 75 & 90—(1916-19) 25 Cylinder heads and 25 sets exhaust and intake manifold gaskets for Overland 75-90 (100 gaskets).....	23.50
JV-57 MAXWELL—25 Cylinder head and 25 sets small gaskets for Maxwell (275 gaskets).....	22.00

Victor Gasket Boards

(For Small Gaskets)



Board No. 3

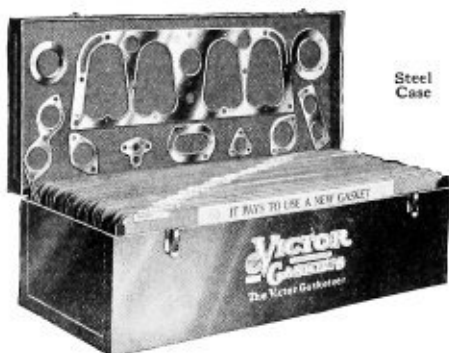
Board No.	List Price
1 Closed Type—17 commonly used sizes of closed type gaskets and 5 sizes of exhaust type—550 gaskets.....	\$16.00
2 Closed Type—20 commonly used sizes of closed type gaskets and 6 sizes of exhaust type—650 gaskets.....	20.00
1-A French Type—17 commonly used sizes of French type gaskets and 5 sizes of exhaust type—550 gaskets.....	19.50
2-A French Type—20 commonly used sizes of French type gaskets and 6 sizes of exhaust type—650 gaskets.....	22.00
3 Special Selection of Small Gaskets Used on Popular Cars—Contents as follows.....	26.00
25 Each of 21 widely used sizes of closed type gaskets. 20 Each of Lug Type gaskets used on Oakland and Olds. 10 Overland Manifold, Center Flange (16369). 25 Each of 9 sizes of exhaust type with elongated bolt holes. Each size can be used in many places as elongated bolt holes fit various spacing of bolts. 24 Improved two flange manifold gasket for Ford. Total 824 gaskets.	



GASKET ASSORTMENTS—Continued

The Victor Gasketeer

Trade Mark Registered U. S. Patent Office



Steel Case

IT—"asks 'em to buy"

THE Victor Gasketeer is designed to put into the dealer's hands at minimum cost a stock of cylinder head gaskets that will meet a large part of the demand. The Gasketeer is a handy means of keeping stock and an attractive display as well.

The cost to the dealer of the Victor Gasketeer complete is less than the cost of the gaskets if bought separately.

The case is of steel, enameled olive green. Strong fibre indexed dividers keep the gaskets in place. In front of the first divider is a Victor Gasket Guide. The display on the inside of the lid consists of gaskets polished, lacquered and mounted on an enameled steel plate. The effect is striking.

The gasket business is growing. The Victor Gasketeer will help you keep pace with the demand.

CONTENTS

Victor No.	Quantity	Victor No.	Quantity
2	Overland 75-90..... 4	114	Falls..... 2
7	Chalmers 1918-22..... 2	190	Studebaker Big 6..... 2
26	Dodge..... 10	191	Hupmobile..... 2
47	Rutenber 25 (Paige)..... 2	201	Easex..... 3
53	Oldsmobile 45..... 4	205	Overland 4..... 6
63	Continental 7-W..... 2	225	Marmon 1920-23..... 4
64	Cole (Northway 308)..... 2	252	Studebaker Spec. 6..... 4
66	Oakland 6..... 6	297	Studebaker Light 6..... 2
95	Maxwell 25..... 6	345	Reo..... 2
101	Ford..... 25	350	Continental 7-R..... 4
103-A	Chevrolet..... 10	365	Paige 6-42..... 2
106	Packard 3-25-35..... 2	371	Oldsmobile Light 8..... 2
107	Lycorning K (Dort)..... 3	377	Paige 6-66..... 2
111	Nash 6..... 4	397	Buick 4 1922-73..... 2
112	Hudson..... 3	401	Durant 4..... 3
113	Cadillac..... 4		

Total quantity 134 gaskets. 31 numbers used on more than 150 cars. Size 10 1/4 x 13 1/2 x 32 1/2. Weight packed 125 pounds. List Price on gasketeer with display and dividers, but without gaskets \$20.00. Extra dividers, List 16 cents. Gasketeer Complete, List Price, \$100.00.

Special Gaskets for Manifold Connections, Etc.



The Victor Line includes the special gaskets required in practically all models.

The Victor Gasket Guide contains information and illustrations on special gaskets and small gaskets as well as cylinder head gaskets. Ask for a copy.

SHIMS—SHIM STOCK



Handy Circular Cartons for Shim Stock.



Shim blanks and cut shims in envelopes of 100

Victor Number	List Price
9001 Assortment No. 1, 4 pieces 25 x 2 1/2, .002", .005", .010" and .015".....	\$ 0.80
9002 Assortment No. 2, 4 pieces 50 x 2 1/2, .002", .005", .010" and .015".....	1.30

Cartons containing 200 x 2 1/2" or 200 x 6" of any commonly used thicknesses furnished if desired. Also shim stock in bulk. Prices on application.

Victor Shim Blanks

In envelopes of 100, properly marked. Handy for the garage as they can readily be trimmed. The hole is already punched.

Victor No.	Hole	Thickness	List Price
9025.....	13/16"	.002"	\$1.60
9026.....	17/32"	.002"	1.60
9027.....	13/16"	.003"	1.60
9028.....	13/16"	.003"	1.60
9029.....	13/16"	.005"	1.80
9030.....	13/16"	.005"	1.80
9031.....	13/16"	.010"	2.00
9032.....	13/16"	.010"	2.00

Victor Cut Shims

Assortments of 100 shims in envelopes.

	List Price
9048 Ford Assortment.....	\$ 0.80
9049 Dodge Assortment.....	1.00
9050 Studebaker Light Six Assortment.....	1.00



SHIMS

LAMINATED SHIMS



FORD SHIM No. 1
Crank-Shaft Rear Bearing
1-64 in., 8c 1-32 in., 13c



FORD SHIM No. 2
Crank-Shaft
Front and Center Bearing
1-64 in., 6c 1-32 in., 9c



FORD SHIM No. 4
Connecting Rod
1-64 in., 5c 1-32 in., 6c



FORDSON — Connecting Rod
1-64 in., 6c 1-32 in., 7c



FORDSON—Main Bearings
1-64 in., 8c 1-32 in., 10c



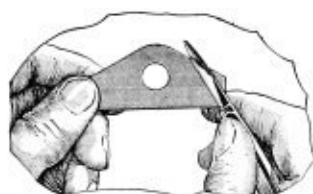
DODGE—Front Bearing
1-64 in., 6c 1-32 in., 8c
1-16 in., 12c 1-8 in., 18c



DODGE—Center Bearing
1-64 in., 6c 1-32 in., 8c
1-16 in., 12c 1-8 in., 18c



BUICK MODEL 45
Connecting Rod
1-64 in., 5c 1-16 in., 12c
1-32 in., 7c 1-8 in., 16c
1918-'21 Models inclusive



FIT ALL No. 1—17-32 in. Hole
FIT ALL No. 2—13-32 in. Hole
1-64 in., 8c 1-32 in., 12c



CONTINENTAL 7-N
Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 6c 1-8 in., 16c



CONTINENTAL 7-W
Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 5c 1-8 in., 16c



NASH—Connecting Rod
1-64 in., 6c 1-16 in., 11c
1-32 in., 8c 1-8 in., 16c
1918-'21 Models inclusive



HUDSON SUPER SIX
Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 6c 1-8 in., 14c
1917-'21 Models inclusive



ESSEX—Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 6c 1-8 in., 16c
1918-'21 Models inclusive



MAXWELL
Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 6c



OVERLAND—89-6
Connecting Rod
1-64 in., 5c 1-16 in., 12c
1-32 in., 7c



OVERLAND LIGHT FOUR
Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 6c 1-8 in., 12c



CHEVROLET F.B.
Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 6c 1-8 in., 14c



CHEVROLET FOUR-NINETY
Connecting Rod
1-64 in., 4c 1-16 in., 10c
1-32 in., 6c



OLDSMOBILE 37
Connecting Rod
1-64 in., 5c 1-16 in., 12c
1-32 in., 7c 1-8 in., 14c
1-8 in., 1 piece 1-32 in. laminated, 1 piece 3-32 in. solid brass, 12c each



DODGE—Rear Bearing
1-64 in., 6c 1-16 in., 12c
1-32 in., 8c 1-8 in., 18c



DODGE—Connecting Rod
1-64 in., 5c 1-16 in., 12c
1-32 in., 7c 1-8 in., 16c



Laminum-Kit
A Box containing garage assortment of 250 Laminum Shims
\$20.00

Stock shims, as illustrated (half-size) are made in .003 inch brass laminations only. Standard packages of 25 shims. Ten packages to the case. If thickness is not specified, 1-32 in. will be shipped. Special shim shapes, and babbitt-faced shims, to order.



PACKING

No. 310 Graphite Sheet Packing



Graphite finish style 310 is made of selected long fibre asbestos which gives it that remarkable tenacity and durability. Resists the destructive action of oils, acids, ammonia, and is proof against superheated steam. Sold in sheets 50x50 inches, weighing 5-1/2 lbs. in 1/32 inch and 9-1/2 lbs. in 1/16 inch.

No. 310—1/16-in. thick, per lb.	\$1.10
No. 310A—1/32-in. thick, per lb.	1.10

No. 300 Sheet Packing

Heat and oil resisting and especially adapted for use on gasoline motors, being used as a packing for intake, exhaust, valve caps and carburetor gaskets. Blue finish. Sold in sheets 50x50 inches; weighing 5-1/2 lbs. in 1/32 inch and 9-1/2 lbs. in 1/16 inch.



No. 300—1/16-in. thick, per lb.	\$1.10
No. 300A—1/32-in. thick, per lb.	1.10

Asbestos Sheet Packing



Durable and efficient; will not blow out; the most reliable flat packing for gas and gasoline engines. Comes in rolls 40 inches wide, 1/16 inch thick; weight about four pounds per square yard.

No. 780. Red and Black, 1/16-in., per pound	\$1.25
No. 780A. Red and Black, 1/32-in., per pound	1.25

Vellumoid Sheet Packing

Vellumoid Sheet Packing has as a basis a very strong vegetable fiber which is chemically treated, making it oil, water, gasoline, grease and air proof and exceedingly tough, as an examination will show. Owing to these properties Vellumoid Sheet Packing makes an exceptional gasket for use on all oil, grease, water and gasoline connections and all places where the conditions call for a very tough and durable packing. The only place where we cannot recommend it is where it is subjected to a temperature over 300 degrees Fahrenheit. It contains no rubber or rubber substitute and no mineral matter. It is light in weight, very flexible and has high tensile and tearing strength. Because of its flexibility it makes a particularly tight joint and its toughness insures durability.



No. 3—.015-inch thick, weight, 12 oz. per square yard; per yard	\$0.90
No. 4—.021-inch thick, weight, 24 oz. per square yard; per yard	1.20
No. 5—.032-inch thick, weight, 24 oz., per square yard; per yard	1.80
No. 6—1/16-inch thick, per square yard	3.60

Gasket Roll



The newest, best way to buy gasket material. In this dust-proof carton is one piece of highest grade asbestos metallic sheet packing, 10 inches wide by 40 inches long. It is water-proofed; finished red one side, graphite the other.

Price\$2.50

Asbestos Wicking

A loosely woven asbestos wick, adapted for various uses on automobiles, motor boats, etc., and used for packing exhaust and water pipes. Put up in 1/2-lb. balls.



Each\$0.60

Asbestos Cord

1/16-inch diameter.

For packing spark plugs and minor parts, in place of copper ring gaskets.

In boxes of 12 spools (weight 1 pound).

Per box of 12, per spool...\$0.50



Pump Packing

A long strand flax with carefully compounded lubricants made purposely for use in water. Twisted hard and graphitized with high grade plumbago. Does not disintegrate under action of water, overcoming clogging of water circulating systems of automobiles, which is a common complaint in the use of asbestos or candle wicking.

No. G685—1/4-lb. spools, each....\$0.60



Permatex Form-A-Gasket

Permatex Form-A-Gasket is a gasket material in heavy liquid form that is used in place of gaskets. Its basis is Permatex Heat Resisting Gasket Cement. Form-A-Gasket is brushed on to the surfaces that are to be united. It dries quickly, producing a solid layer of heat-resisting material, that will stand exceptionally high pressure, and is unaffected by gas, oil or water.

Form-A-Gasket not only produces superior results on cylinder heads, carburetors, manifolds, crank cases, gear cases and similar parts, but it saves much time in motor assembling and saves much gasket material that otherwise is wasted.



2-oz. Tubes, each	\$0.30
8-oz. Tubes, each	.75
1-pint Cans, each	.45
1-pint Cans, each	1.25
1-quart Cans, each	2.25



WHEELS

Demountable Rim Wheels



- No. G849, 30x3 1/2 demountable wheels, black, per set of 5 rims and 4 wheels, no hubs, per set... \$30.00
No. G850, Same in natural finish, per set..... 32.50

Replacement Wheels

Demountable Steel Felloe Wheels without Rim or Hub.

Ford, All Models

- No. 1HA 102 30x3 1/2 Clincher Front and Rear.....\$4.50

Chevrolet, Open Models

- No. 2AA 1003F 30x3 1/2 Clincher Front 4.50
No. 2AA 2003R 30x3 1/2 Clincher Rear 4.50

Chevrolet, Closed Models

- No. 2AJ 100F 31x4 S. S. Front..... 4.50
No. 2AJ 200R 31x4 S. S. Rear..... 4.50

Overland Four, Open Models

- No. 5AC 100F 30x3 1/2 Clincher Front 4.50
No. 5AC 200R 30x3 1/2 Clincher Rear 4.50

Overland Four, Closed Models

- No. 5AD 150 30x3 1/2 S. S. Front.....4.50
No. 5AD 200 30x3 1/2 S. S. Rear..... 4.50

Star, All Models

- No. 14AA 100F 30x3 1/2 Clincher Front 4.50
No. 14AA 200R 30x3 1/2 Clincher Rear 4.50

Durant Four, All Models

- No. 10AD 100F 31x4 S. S. Front..... 4.50
No. 10AD 200R 31x4 S. S. Rear..... 4.50

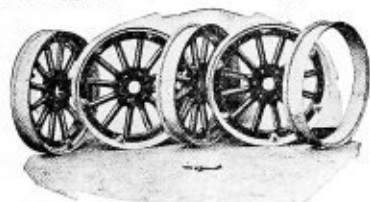
Durant Six, All Models

- No. 10AB 100F 32x4 1/2 S. S. Front 8.25
No. 10AB 200R 32x4 1/2 S. S. Rear 8.25

Buick 1922 Models

- No. 4AC 103 30x3 1/2 S. S. Front..... 7.00
No. 4AC 203 30x3 1/2 S. S. Rear..... 7.00
No. 4AA 1031 33x4 S. S. Front..... 8.00
No. 4AA 2031 33x4 S. S. Rear..... 8.00
No. 4AB 103 34x4 S. S. Front..... 8.50
No. 4AB 203 34x4 S. S. Rear..... 8.50

32x3 1/2-Wheels for Dodge Bros.



- No. G851, Set of four wheels, five rims and all small parts, painted black. Either Stanwell No. 21 or Dodge Bros. duplicate rim equipment.
Per set \$38.00
No. G852, Single wheels with felloe bands only for Dodge. Each 8.50

Universal Wheels

For Ford, Overland or Chevrolet Cars
30x3 1/2-31x4

Universal Steel Felloe Wheels "that fits them all." They take Kelsey, Hayes, Firestone, Jaxon, Cleveland, Stanwell, Perlman, Baker, Standardized, Rubson, Detroit and many other rims. No alterations or special fittings of any kind are required. Straight side rims of any make and taking oversize 31x4 tires will fit these wheels.

Interchangeable with all present and past makes of demountable wheels for Fords. Wheels are first class hickory, steel felloes, black finish, crated ten to a crate.

No. G848, Universal Wheel, each..... \$5.50



Clincher Wood Wheels for Fords



These plain clincher wheels are made of selected high grade hickory. They have wood felloes, are bored for hub bolts, varnished black, and crated ten wheels of one size to a crate.

No. G853, 30x3, Clincher Wheels, each \$5.00

No. G854, 30x3 1/2, Clincher Wheels, each 5.00

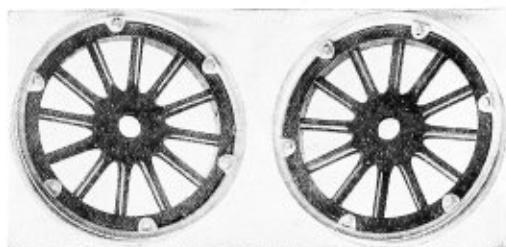
Truck Wheels for Fords

32x3 1/2
Solid SAE

Equipped with S. A. E. steel band. Ready to press on solid tire. Bored to fit hub of Ford Worm drive truck. Bolt holes are drilled. Finished in black.
No. G855, 32x3 1/2, Solid Truck Wheels, each. \$12.00



Pneumatic Demountable Wheels and Rims for Ford One-Ton Truck



These 32x4 Pneumatics are used to replace solid tires furnished with Ford trucks, with either Firestone or Standardized Demountable Rims. Bolt holes drilled. Finished in black. Crated in pairs consisting of 2 wheels with rims, extra rim, and all rim fittings, wrench, etc.

No. G856, 32x4 Pneumatic Wheels with Standardized Rims, per set as above..... \$33.60

No. G857, 32x4 Pneumatic Wheel with Firestone Rims, per set 35.00



WHEELS—Continued

DISTEEL WHEELS FOR FORD CARS



The equipment for Ford cars is complete and includes:

- 5 demountable Disteel Wheels, rims attached for 30x3 1/2 clincher tires.
- 2 front hubs.
- 2 rear hubs with brake drums.
- 1 spare wheel carrier bracket.
- 1 license bracket.
- 1 socket wrench.

Wheels painted blue with white stripe or gray with black trimming—no extra charge.

List price, complete equipment as listed, \$60.00, war tax included, F. O. B. Detroit.

EIGHT POINTS OF SUPERIORITY

1. **STRENGTH**—Being single discs of steel, Disteeels have no spokes to break. They stand severe strains and side thrusts without collapsing. They will protect your car.

2. **LIGHTNESS**—Even with their great strength, Disteeels are lighter than Ford Demountable rim wood wheels.

3. **Appearance**—With graceful lines and handsome colors, Disteeels will beautify and enrich your car.

4. **QUICK WHEEL CHANGE**—Disteeels are easily released and slipped off and on. They save time and temper whenever tires have to be changed.

5. **EASILY CLEANED**—You can keep Disteeels looking neat and trim with very little trouble. The smooth surfaces are easily cleaned.

6. **SPARE WHEEL**—Disteel equipment will give you a spare wheel for emergency use in case of tire trouble.

7. **TIRE SAVING**—Because Disteeels run true they save the rasping wear on tires caused by wobbly wheels.

8. **NO ADAPTERS REQUIRED**—Not necessary to break up your old wheels. Disteel Wheel equipment is complete. No rights or lefts—each wheel is interchangeable on front hubs, rear hubs or carrier bracket.

SPECIAL FEATURE

All Disteel Wheels are now equipped with a special right angle valve stem extension made by the well known firm of A. Schrader's Son, Inc.

This simple and efficient device makes tire inflation easier on Disteel Wheels than on any other type of wheel.

There is no extra charge for this equipment and all of these extensions are guaranteed by the makers of Disteel Wheels.

DISTEELS FOR DODGE BROTHERS CARS

A set of Type "D" Disteel Wheels for Dodge Brothers cars is a complete equipment and consists of the following parts:

- 5 wheels with rims permanently assembled to the discs.
- 5 right angle valve stem extensions installed.
- 2 front hubs.
- 2 rear hubs with brake drums.
- Socket wrench.
- Mounting bar.

- 4 hub caps when Disteeels are to replace wire wheels, or
- 1 spare wheel carrier bracket when Disteeels are to replace wood wheels.

In ordering Dodge Brothers equipment be sure to specify tire size, model and whether wood or wire wheels are to be replaced.

As a special feature all Disteel Wheels for Dodge Brothers cars are now equipped with right angle valve stem extensions as described above under "Special Feature." No extra charge.

Wheels painted Dodge Brothers standard dark blue with two white stripes.

List price complete equipment \$100 f. o. b. Detroit, war tax included.



DISTEEL—THE SAFE WHEEL—Adds beauty, economy and convenience to the sturdy Dodge Brothers car.

DISTEEL WHEELS FOR POPULAR CARS



A set of Disteel Wheels is complete and consists of:

- 5 wheels with rims permanently assembled to the discs, and
- 5 right angle valve stem extensions installed.
- 2 front hubs.
- 2 rear hubs, with brake drums assembled.
- 4 hub locking flange assemblies.
- Dummy hub for spare wheel.
- Double ended socket wrench.
- Mounting bar to facilitate mounting of wheels.

Disteel Wheel Equipment can be furnished for the following list of cars—current or recent models. Be sure to specify make, model and year of car when ordering.

Prices Do Not Include War Tax, Painting or Attaching

THE FOLLOWING EQUIPMENTS LIST AT

\$120 f. o. b. Detroit

American	Elcar	Lexington	R-V-Knight
Anderson	Elgin	Liberty	Roamer
Apperson	Essex	Moon	Saxon
Auburn	Handley-Knight	Nash	Sheridan
Bour Davis	Hanson	National	Standard
Case	Haynes	Oldsmobile "4"	Stearns
Chalmers	Hudson	Packard Single 6	Stephens
Chandler	Hupp	Palge	Studebaker
Columbia	Jackson	Peerless	Stutz
Davis	Jordan	Pierce-Arrow	Velle
Dorris	King	Premier	Westcott

THE FOLLOWING ARE

\$130 f. o. b. Detroit

Cadillac	Daniels	McFarlan	Packard Twin 6
Cole	Dupont	Marmion	Winton
Cunningham	Lincoln	Ogren	



WHEELS—Continued

Houk Wire Wheels

A Set Includes—Five Wheels, complete, (Sixth Wheel at extra cost.) Four Axle Inner Hubs, Four Hub Caps, Dust Cover for spare Wheel, One Hub Cap Wrench, One Spoke Wrench.

Furnished for the following cars: Buick—E, H & K-44-45-46-47. Buick—E, H & K-49-50. Cadillac, Chalmers, Chandler—17. Cleveland—40. Dodge—All models. Essex—A, Franklin, Hudson—Super-Six 4, Hupp—R & K-3. Maxwell—25. Nash, Oakland, Olds—45-B, Olds—45-B (Pacemaker), Packard—3-25 & 3-35, Pierce—B-5, Reo—T & U, Scripps-Booth—4-39 & 5-40, Studebaker—EH & EG 4 Cyl., Stutz—Series H, Willys-Knight—80-6.

Supplied in either Red, White, Cream or Black enamel finish. Prices on application.



Discwood Wheels

Dayton Discwood wheels are thin laminated sheets cemented together with waterproof glue under high pressure.

Prices include the correct felloe band applied on the wheels to fit the top rims for which the wheels may be ordered; including the wedge clamps, rim bolts and nuts, also valve extensions. The prices of the wheels listed do not include the top rims.

When ordering specify Make, Model, Year, Size Rim (Tire), Rim Equipment on present car—Jaxxon, Firestone, Stanwood, Kelsey, Hayes or Cleveland. Are new rims wanted? Size, Make, Colors—Black, Blue, Red, Straw or Ivory.

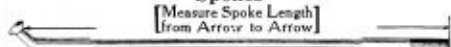
Size	LIST PRICE, PER SET OF 4 WHEELS
30x34	\$43.00
32x34, 32x4, 34x4	65.00
32x44, 34x44	80.00



Houk Wire Wheel Parts

Spokes

[Measure Spoke Length]
from Arrow to Arrow



Specify whether inside, center or outside row of wheel. Give year, make and model of car and size of tire being used on rim. Spokes are complete with nipples.

Not enameled, each	\$0.10
Not enameled, 100 lots, each	.08

Houk Hub Caps

Specify number of cap, also year, make and model of car, including diameter of hub cap at threads.

Diameter at
Threads



No. 3, 2 1/4-inch, each	\$3.50
No. 4, 3-inch, each	4.00
No. 5, 3 3/8-inch, each	5.00
No. 6, 4 1/4-inch, each	6.00

Houk Hub Cap Wrenches



Specify Nos. 3, 4, 5 or 6

No. 3 Malleable, each	\$0.60
No. 4 Drop Forged, each	1.50
No. 5 Drop Forged, each	2.00
No. 6 Malleable, each	1.25

Hayes Wire Wheels

All Hayes Wire Wheels are demountable at the rim, which does away with carrying spare wheels and special wheel brackets. The attached lug rims, hub bolts and hubs are interchangeable on all types of Hayes Wheels. Rims lock positively against a shoulder flange. When the lugs are pulled in place the rim is in perfect alignment.

Sets consist of 4 wheels, 5 rims with lugs attached, complete with hubs, drums, bearing liners, rim bolts, nuts, wrenches and hub caps. When ordering specify Black, White, Red or Cream color.

Shipping weight of one complete set

Price Per Set

	WIRE WHEELS	S. S. or CH. Rim. Specify rim	158 lbs.	\$35.00
Ford	30x34	S. S. Rim	176 lbs.	60.00
Chevrolet	30x34	S. S. Rim	240 lbs.	100.00
Nash Six	33x4	S. S. Rim	264 lbs.	95.00
Dodge	32x4	S. S. Rim	195 lbs.	72.00
Durant 4	31x4	S. S. Rim	234 lbs.	85.00
Earl	32x4	S. S. Rim		

Hayes Disc Wheels

Hayes Disc Wheels can be supplied for Ford, Chevrolet, Overland 4 and 91 and Durant 4. Wheels are demountable at the rims and have attached lug rims. When the lugs are in place the wheels are in a positive position and stay there. This eliminates squeaks and saves uneven wear on tires. Rims positively cannot creep and tear valve stems.

Sets consist of 4 wheels,

5 rims with attached lugs,

complete with hubs, drums,

bearing liners, rim bolts,

nuts, wrenches and hub

caps. Standardized colors

—Ford and Chevrolet,

Black and Gray, Durant

or Overland: Blue or Gray. Please specify.

Disc Wheels

Ford with Rims

Ford less Rims

Chevrolet with Rims

Chevrolet less Rims

Overland 4 with Rims

Overland 4 less Rims

Durant 4 with Rims

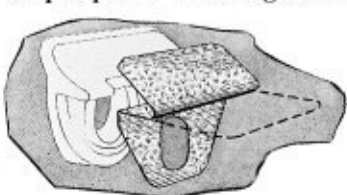
Durant 4 less Rims



Price Per Set

Ford with Rims	\$50.00
Ford less Rims	42.00
Chevrolet with Rims	52.00
Chevrolet less Rims	44.00
Overland 4 with Rims	54.00
Overland 4 less Rims	46.00
Durant 4 with Rims	60.00
Durant 4 less Rims	46.00

"Stop Squeak" Rim Tighteners



No. G674—Box of one dozen.....\$0.60



RIM PARTS

Stone Steel Service Cabinet

The most highly developed method of storing, displaying and selling STONE RIM PARTS.

Built of steel, finished in a handsome combination of dark olive green and white, and amply strong to endure hard service.

Removable labels makes it adaptable to any variety of parts desired.

The chart on each side (removable) gives complete and accurate information, insuring prompt service and a satisfied customer.

Size 5½" x 17" x 26". Weight Cabinet only, 15 lbs.

The cabinet is free to dealers with either the No. 1 or No. 2 assortment of parts. The assortments contain 37 items for practically every car including latest models. Only the parts are charged for.

No. 1 Assortment.

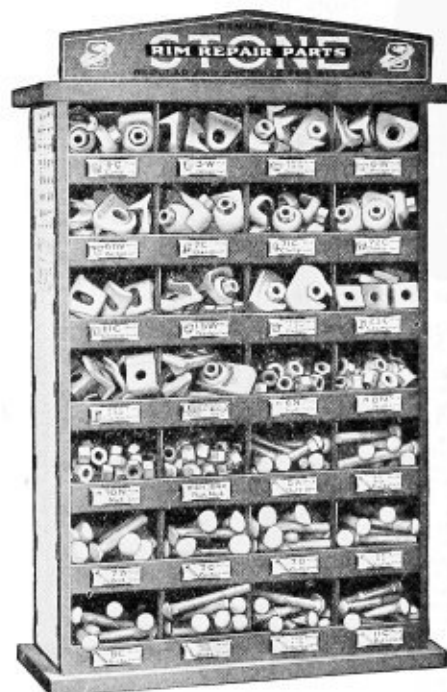
1 Cabinet	6 5 A Bolt
6 1C	6 5 C
12 3W	6 5 D
6 5BW	6 7 B
6 6W	6 7 C
12 61W	6 7 D
6 7C	6 8 B
6 71C	6 8 C
6 72C	6 8 D
6 11C	6 10 C
6 15W	6 10 D
6 18W	6 11 B
3 120W	6 11 C
3 22W	6 11 D
12 23C	12 6 N Nut
6 24C	12 8 N
6 25C	12 10 N
2 85C	8 16 N
2 91C	12 18 N

Number parts, 21 dozen.
List price, parts, \$34.62.
Shipping weight, 57 lbs.

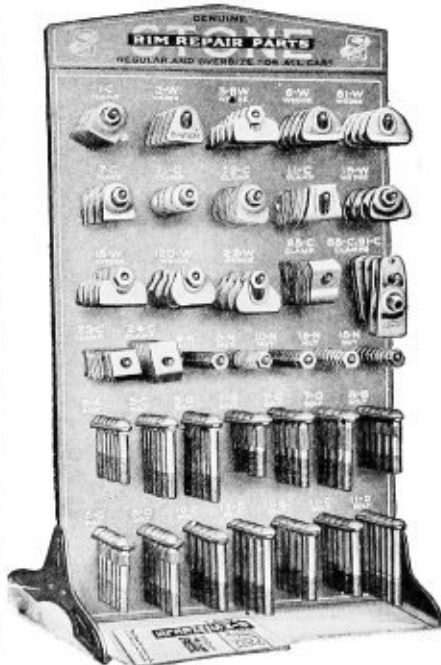
No. 2 Assortment

1 Cabinet	12 5 A Bolt
12 1C	12 5 C
12 3W	12 5 D
6 5BW	12 7 B
12 6W	12 7 C
12 61W	12 7 D
12 7C	12 8 B
12 71C	12 8 C
12 72C	6 8 D
12 11C	12 10 C
12 15W	6 10 D
6 18W	6 11 B
6 120W	6 11 C
6 22W	6 11 D
12 23C	24 6 N Nut
12 24C	24 8 N
12 25C	24 10 N
3 85C	12 16 N
3 91C	12 18 N

Number parts, 34 dozen.
List price, parts, \$56.07.
Shipping weight, 80 lbs.



Stone Service-Display Board



A strong, serviceable and beautiful lithographed display.

Made of Steel, reinforced and finished a dark green with white lettering.

Will stand on the counter or hang on the wall.

Catalog and charts giving complete selling information accompany each display.

Size: 15½" x 27". Weight board only, 8 lbs.

The Stone Service-Display board is free to dealers with the following assortment which contains 37 items of Stone Rim Parts for practically every car including latest models:

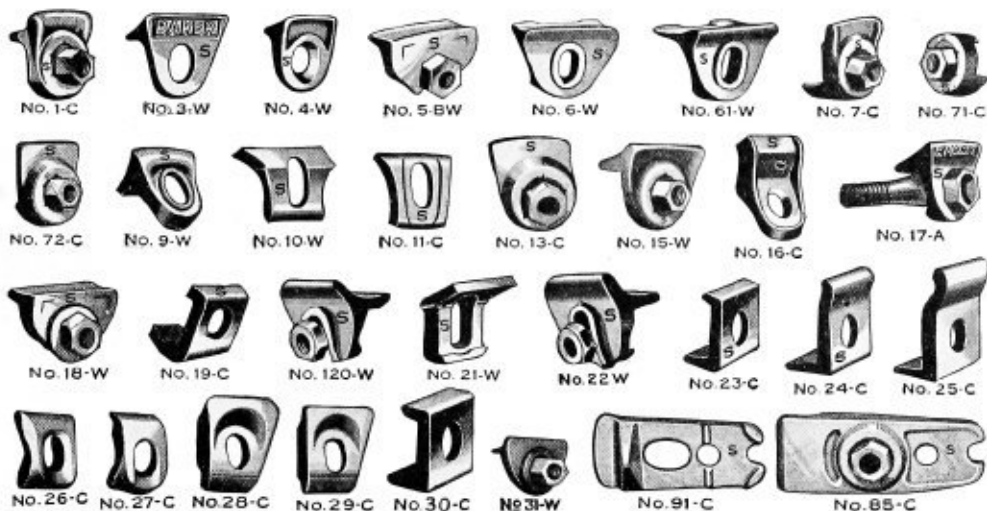
5 1C	6 5 A Bolt
5 3W	6 5 C
5 5BW	6 5 D
5 6W	5 7 B
5 61W	5 7 C
4 7C	5 7 D
4 71C	6 8 B
5 72C	6 8 C
10 11C	6 8 D
4 15W	6 10 C
5 18W	6 10 D
4 120W	6 11 B
4 22W	6 11 C
9 23C	6 11 D
12 24C	10 6 N Nuts
11 25C	9 8 N
2 85C	10 10 N
3 91C	8 16 N
1 Board	8 18 N

Number parts, 19 dozen.
List price, parts, \$31.61.
Shipping weight, 47 lbs.



RIM PARTS—Continued

Stone Rim Repair Parts



Standard Packing—1 Dozen in Carton **WEDGES & CLAMPS** For Replacement Use

Stock	Rim used on:	For Bolt	For Nut	List
1C	Kelsey No. 100	9	*8p	\$0.25
3W	Baker	4	2N	.15
4W	Detroit	7	10N	.15
5BW	Stanweld 21	7	*8p	.20
6W	Jaxon 3 1/2"	7	10N	.15
61W	Jaxon, Std., Buick	7-10-11	10N	.15
7C	(For Olds 1920)	5	14N	.25
71C	Kelsey No. 110	5	*8p	.25
72C	Kelsey 88 (our 123)	5	*8p	.15
72C	Kelsey Nos. 115 and 120	5	*8p	.25
9W	Jaxon No. 124	7	10N	.15
10W	Firestone Wedge	8	6N	.10
11C	Firestone Clamp W. F.	8	6N	.10
13C	Kelsey Univ. and P.S.	6	*8p	.25
15W	Kelsey No. 30	9	*8p	.25
16C	Kelsey 77 (our 120)	9	8N	.15
17A	Baker Assembly	2	2N	.30

*Nut is assembled with wedge or clamp.
†Not illustrated.

Stock	Rim used on:	For Bolt	For Nut	List
18W	Dodge	7	*8p	\$0.20
19C	Goodrich-Ford	5A	12N	.20
120W	Stanweld 76	7	*8p	.20
21W	Goodyear	8	4N	.15
21W	Stanweld Cl.	7	*8p	.20
23C	Kelsey 88 (our 123)	5A	8N	.10
24C	Kelsey No. 110	5	8N	.15
25C	Kelsey No. 210	5	8N	.15
26C	Firestone S. F.	12	6N	.10
27C	Firestone Forging S. F.	12	6N	.15
28C	Rubsam Cl.	13	10N	.15
29C	Rubsam 88	13	10N	.15
30C	Kelsey No. 90	5	8N	.15
31W	Firestone K (our 127)	5AA	*8p	.20
91C	Spare rim carrier			.25
85C	Spare rim carrier, Ford			.30



Standard Packing—1 Dozen in Carton **NUTS** For Replacement Use

Stock	For make rim:	For Bolt	List
2N	Baker	No. 4	\$0.20
4N	Goodyear	2 and 8	.06
6N	Firestone	8 and 12	.06
8N	Kelsey	5 and 9	.05

Stock	For make rim:	For Bolt	List
10N	Jaxon, Std., etc.	7, 10, 11 and 13	\$0.05
12N	Goodrich		.06
14N	Olds, Std.		.06
16N	Hayes		.08
18N	Hayes		.08



Standard Packing—1 Dozen in Carton **BOLTS** For Replacement Use

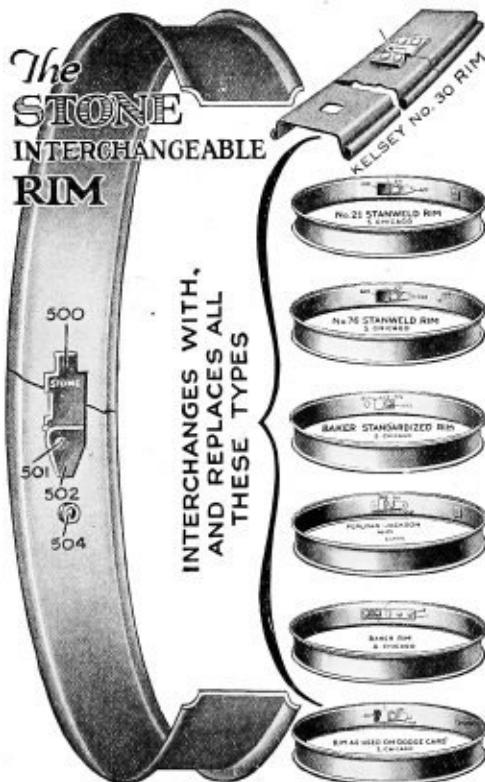
Stock	For Rim:	Ford	3 1/2"	4"	4 1/2"	List
3	Olds, Std.		3C	3D		\$0.12
4	Baker		4B	4C		.12
5	Kelsey, Hayes S. F., 5A, 5AA, 5B		5C	5D		.12
6	Goodyear		6A	6B		.12
7	Kelsey		7B	7C		.12
8	Jaxon, Std., etc.		8B	8C		.12

Stock	For Rim:	Ford	3 1/2"	4"	4 1/2"	List
8	Kelsey W. F.		8B	8C		\$0.12
9	Kelsey W. F.		9B	9C		.12
10	Buick 21			10C	10D	.12
11	Buick 22, 23			11B	11C	.12
12	Firestone S. F.		12A	12B	12C	.12
13	Rubsam			13B	13C	.12



RIMS

Stone Interchangeable Rim



Replaces and interchanges with the following makes of rims on wood felloe bands:

Kelsey No. 20, 30	Baker Standardized
Stanweld No. 21	Baker
Stanweld No. 76	Dodge Special
Perlmann-Jackson	Detroit

A Standard rim—remarkably easy to operate. Fits perfectly on the wood felloe bands of all these makes of rims. No alterations or changes of any kind needed. Projections and embossings usually found on felloe bands need not be hammered down. No change of wedges, bolts or nuts.

Size	Stock No.	List
30x3 1/2 CL	C40	\$2.40
32x3 1/2 SS	C41	3.50
32x4 SS	C42	3.80
33x4 SS	C44	4.00
34x4 SS	C46	4.10
34x4 1/2 SS	C47	5.00

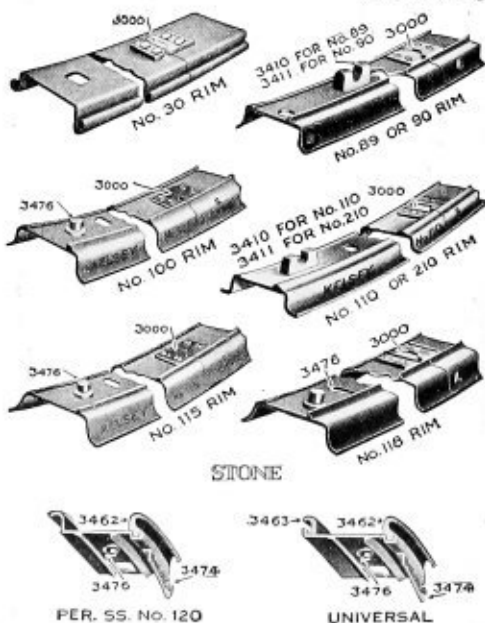
Rims which the Stone Interchangeable rim replaces are furnished when desired. (Kelsey 30, see Kelsey group):

	STANWELD No. 21	STANWELD No. 76	*STANWELD No. 80
Size	Stock List	Stock List	Stock List
30x3 1/2 SS	D40... \$2.50		
32x3 1/2 SS	D41... 3.85		
32x4	D42... 4.00	H42... \$4.00	R42... \$4.00
33x4		H44... 4.10	R44... 4.10
34x4	D46... 4.20		
32x4 1/2	D43... 4.70	H43... 4.70	R43... 4.70
34x4 1/2	D47... 4.70	H47... 4.70	R47... 4.70
36x4 1/2	D49... 5.70		

*No. 80 Rim is for Steel Felloe Wheel.

	PERLMAN JACKSON	STANWELD No. 21	BAKER	DODGE SPECIAL
Size	Stock List	Stock List	Stock List	Stock List
30x3 1/2 SS	P41... \$3.85	S41... \$4.00	A41... \$3.40	T41... \$3.85
32x4	P42... 4.00	S42... 3.35	A42... 3.60	
33x4		S44... 3.60		
34x4	P46... 4.20	S46... 3.55	A46... 4.00	
32x4 1/2	P43... 4.70	S43... 4.00		
34x4 1/2	P47... 4.70	S47... 4.00	A47... 4.40	
36x4 1/2			A49... 6.00	

Kelsey Rims



WOOD FELLOE TYPES

One Piece Split Rims

	*No. 30	No. 10
Size	Stock List	Stock List
32x3 1/2 SS	E41... \$4.00	J41... \$4.00
32x4	E42... 4.50	J42... 4.50
34x4 SS	E46... 5.30	J46... 5.30
32x4 1/2 SS	E47... 6.40	
34x4 1/2 SS	E47... 6.40	

*The S. I. Rim Interchanges with this type.

Solid Base, Non-Split Rims

	Per. S. S.	Universal
Size	Stock List	Stock List
34x4 1/2	G47... \$7.50	U47... \$8.90
36x4 1/2	G49... 8.10	U49... 9.90

STEEL FELLOE TYPES

One Piece Split Rims

	*No. 89	*No. 90	*No. 110
Size	Stock List	Stock List	Stock List
30x3 1/2 SS	K40... \$2.60	K240... \$2.60	
32x3 1/2 SS			K41... \$2.95
32x4 SS			K42... 3.05

*No. 89 and No. 90 Rims are alike except for Drive U.

	*No. 210	*No. 115	*No. 118
Size	Stock List	Stock List	Stock List
32x4 SS	K242... \$3.05	Y43... \$3.00	X43... \$3.35
32x4 1/2 SS		Y47... 6.25	X45... 5.35
34x4 SS			X47... 5.45
34x4 1/2 SS			X48... 6.90

*No. 110 and No. 210 Rims are alike except for Drive U.
In event No. 115 is permanently discontinued, then No. 118 with Clamp Ring will be furnished as substitute.

Solid Base, Non-Split Rims

	No. 88	No. 120
Size	Stock List	Stock List
30x3 1/2 CL	L23... \$2.00	
32x4 1/2 SS		F43... \$6.80
34x4 1/2 SS		F47... 7.90

RINGS

	Clamp Ring	Lock Ring	Side Ring
Size	No. 3464	No. 3462	No. 3463
32-34, or 36x4 1/2	80 65	\$3.00	\$2.25

ALL SMALL PARTS—SEE RIM PARTS PAGES.
ALL FELLOE BANDS—SEE "WOOD FELLOE BAND" PAGE.

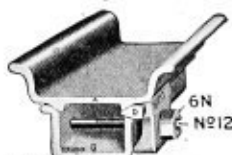


RIMS—Continued

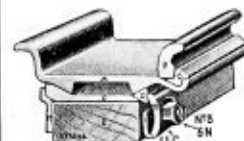
Replacement Firestone Rims



TYPE "E" Wood Felloe



TYPE "E" Steel Felloe



TYPE "C" Wood Felloe



TRUCK TYPE "C"

Size	Stock	Type E	List	Type C	List
30x3 1/2 SS (Type H)	MH40		\$2.50		
30x3 1/2 SS	M40		4.00		
32x3 1/2 SS	M41		4.29		
32x4 SS	M42		4.71	L42	\$7.34
33x4 SS	M44		4.91	L44	7.52
34x4 SS	M46		5.09	L46	8.01
32x4 1/2 SS	M43		5.66	L43	8.09
34x4 1/2 SS	M47		6.12	L47	8.70

*Type E (split rim)

Type C TRUCK TYPE Pneumatic

Size	Stock	List	List
34x4 1/2	LT47	\$9.44	\$26.33
34x5	LT48	10.85	34.80

For larger sizes see page on "Giant Pneumatic Rims"

*"Truck type" designates two drive plates on rim, and one plate on band.

1 Set consists of 2 rims, 2 bands and parts.

RINGS

Size	Side Rings	Lock Rings	Clamp Rings
30x3 1/2 to 36x4 1/2	\$1.77	\$1.44	\$0.60
34x5	2.07	1.44	.60

Attached Lug Hayes Rims



HAYES TYPE "YF" RIM



HAYES TYPE "YD & YS" RIM



HAYES TYPE "YH" RIM



HAYES TYPE "Y" RIM

Stock	Size	Number of Lugs	List
YF40	30x3 1/2 SS	4	\$2.75
YS40	30x3 1/2 SS	4	3.25
YD40	30x3 1/2 SS	5	3.25
YH41	32x3 1/2 SS	5	3.50
YH42	32x4 SS	5	3.75
YH44	33x4 SS	5	4.00
YH43	32x4 1/2 SS	6	4.25
YH47	34x4 1/2 SS	6	4.65
YH43	32x4 1/2 SS	6	4.50

1922-23 Models

Ford Replacement for	YH42	Earl, Gardner, Olds, and Oak on Wire Wheels
YF40 No. 116		
Chevrolet 490 Touring	YH44	Nash
YH40 Chevrolet 490 Closed	YH43	Durant "Six"
YH41 Durant "Four"	YH47	Chevrolet Truck
Chevrolet M F B	YH43	Ford Truck

Buick Jaxon Rims



No. 21



No. 22



No. 23

STONE

	No. 21 As used on Buick 21		No. 22 As used on Buick 22		No. 23 As used on Buick 23 and some Oaklands	
Size	Stock	List	Stock	List	Stock	List
30x3 1/2 SS			Z40	\$3.25	Z40	\$3.25
32x4 SS					Z42	3.60
33x4 SS	Z44	\$4.30	Z144	3.75		
32x4 1/2 SS					Z43	3.90
33x4 1/2 SS					Z45	4.25
34x4 1/2 SS	Z47	5.00	Z147	4.10		

Clincher Replacement Ford and Other Cars Rims



5 CHICAGO



STONE INTERCHANGEABLE



STONE INTERCHANGEABLE



Stock	Type	Rim Only	Wheel and Rim	Wheel Only
116 Cl.	Hayes	\$2.00	\$6.85	\$4.75
117	Baker	4.00	8.15	4.75
*118	Baker	2.40	7.15	4.75
*119	Perlman	2.25	7.15	4.75
*120	Kelsey 77	2.60	8.15	6.00
*121	Kelsey, Spec.	2.40	8.15	6.00
122	Fire, F	3.75	8.15	6.00
123	Kelsey 88	2.00	7.00	4.75
*124	Jaxon	3.00	7.00	4.75
126	Fire, G	3.75	8.15	6.00
127	Fire, K	2.50	8.15	6.00

*The Stone Interchangeable (C40) will fit in place of these rims.



RIMS—Continued

Rim Specifications Passenger Cars

ALLEN

		Stone Stock Numbers			
Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1916-7-8	All	32x3 1/2	Fire E-WF	M41	11C. 8B. 6N
1919-20-21	All	32x4	Fire E-WF	M42	11C. 8C. 6N
1921-22	All	32x4	(Stone)	(M42)	61W. 7C. 10N

APPERSON

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1916-7-8	All	34x4	Fire E-WF	M46	11C. 8C. 6N
1919	19-A	32x4	Fire E-WF	M42	11C. 8C. 6N
1919-20	19-Ann	34x4 1/2	Fire E-WF	M47	11C. 8D. 6N
1920	8-20	32x4	Fire E-WF	M44	11C. 8C. 6N
1921-22-23	All	34x4 1/2	Fire E-WF	M47	11C. 8D. 6N

AUBURN

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1916-17	All	34x4	Fire E-WF	M46	10W. 8C. 6N
1918	Sport	32x4	Fire E-WF	M42	11C. 8C. 6N
1919-20-21	All	32x4	Fire E-WF	M42	11C. 8C. 6N
1922	All	32x4	Fire E-WF	M42	11C. 8C. 6N
1923	All	32x4	Fire E-WF	M42	26C. 12C. 6N

BUICK

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1916	D34-55	36x4 1/2	Baker	A49	17A. 2N
1917	D34-55	30x3 1/2 Cl.	Baker	I18	8W. 7B. 10N
1917	D45	34x4	Baker	A46	3W. 4C. 2N
1918	E34-35	30x3 1/2 Cl.	Stone I	C46	3W. 4C. 2N
1918	E44-45	34x4	Peri	I25	6W. 7B. 10N
1918	E46-47	34x4	Stone I	C46	61W. 7C. 10N
1918	E49-50	34x4 1/2	Peri	I47	61W. 7D. 10N
1918	E37	32x3 1/2	Stone I	C47	61W. 7D. 10N
1919	H44-45	32x4	Peri	I41	61W. 7B. 10N
1919	H49-50	34x4 1/2	Stone I	C44	61W. 7C. 10N
1920	K44-47	32x4	Std	S47	61W. 7D. 10N
1920	K49-50	34x4 1/2	Stone I	C44	61W. 7C. 10N
1921	21-44-47	32x4	Std	S47	61W. 7D. 10N
1921	21-49-50	34x4 1/2	Stone I	C44	61W. 7C. 10N
1922	Four	30x3 1/2 88	Std	S47	61W. 7D. 10N
1922	44-47	32x4	Std	S47	61W. 7D. 10N
1922	48-49-50	34x4 1/2	Std	S47	61W. 7D. 10N
1923	23-34-35	30x3 1/2 88	Std	S47	61W. 7D. 10N
1923	41-44-45	32x4	Std	S47	61W. 7D. 10N
1923	48-49	32x4 1/2	Std	S47	61W. 7D. 10N
1923	54-55	32x4 1/2	Std	S47	61W. 7D. 10N

CADILLAC

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1916-17	All	36x4 1/2	Kel Univ	U49	13C. 6C.
1918-19	All	34x4 1/2	Kel PSS	G49	13C. 6C.
1920-21	59	34x4 1/2	Kel PSS	G47	13C. 6C.
1922-23	61	32x4 1/2	Kel No. 120	F47	13C. 6C.

CASE

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1918	All	34x4	Stan No. 21	D46	5BW 7C.
1919-20-21	All	34x4	Stone I	C46	5BW 7C.
1922	All	34x4 1/2	Fire E-WF	M46	11C. 8C. 6N
1923	All	32x4 1/2	Fire E-WF	M47	11C. 8D. 6N

CHALMERS

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1917	35-5-P	32x4	Kel No. 30	E42	13W 9C.
1917	35-7-P	34x4	Stone I	C42	15W 9C.
1918	6-30-5-P	32x4	Kel No. 30	E42	13W 9C.
1918	6-30-7-P	34x4	Stone I	C42	15W 9C.
1919 to 22	All	32x4	Kel No. 100	J46	1C. 9D.

CHANDLER

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1915-16-17	All	34x4	Fire E-WF	M46	10W 8C. 6N
1918-19	All	34x4	Fire E-WF	M46	11C. 8C. 6N
1920-21-22	Closed	34x4	Fire E-WF	M47	11C. 8D. 6N
1923	All	32x4	Fire E-WF	M44	26C. 12C. 6N

CHEVROLET

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1917	F-2-5	32x3 1/2	Stone I	C41	4W. 7B. 10N
1917	D	34x4	Stone I	C46	4W. 7C. 10N
1917-18	490	30x3 1/2 Cl.	Peri	I19	6W. 7B. 10N
1918	FA-2-5	32x3 1/2	Stone I	C46	6W. 7B. 10N
1918	D	34x4	Peri	I41	6W. 7B. 10N
1919	B-6	32x3 1/2	Stone I	C41	6W. 7B. 10N
1919-22	490	30x3 1/2 Cl.	Peri	I41	6W. 7B. 10N
1922	490	30x3 1/2 Cl.	Peri	I41	6W. 7B. 10N
1923	M-F-B	32x3 1/2	Peri	I41	6W. 7B. 10N
1923	490 Open	30x3 1/2 88	Hayes	YF40	* 5A. 16N
1923	490 Closed	30x3 1/2 88	Hayes	YF40	* 5A. 16N
1923	Truck	34x4 1/2	Hayes	YH47	* 6D. 16N

CLEVELAND

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1919 to 22	All	32x4	Fire E-WF	M42	11C. 8C. 6N
1923	All	32x4	Fire E-WF	M42	26C. 12C. 6N

COLE

			Stone Stock Numbers			
Year	Model	Size	Make of Rim	Rims	Lug Bolt Nut	
1916-17	All	34x4	Fire E-WF	M46	10W 8C	6N
1918	570-1-2	32x4 1/2	Goodr No. 8		5D 12N	
1918	Others	34x4	Goodr No. 9		5D 12N	
1919-20	All	32x4 1/2	Kel No. 30	E43	15W 9D	
1919-20	All	32x4 1/2	Fire E-WF	M43	11C 8D	6N

COLUMBIA

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1922	All	32x4	Fire E-WF	M42	11C. 8C. 6N
1923	All	32x4	Fire E-WF	M42	26C. 12C. 6N

CUNNINGHAM

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1919 to 22	All	34x4 1/2	Fire E-WF	M47	11C. 8D. 6N
1923	All	32x4 1/2	Fire C-WF	L47	11C. 8D. 6N

DANIELS

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1913 to 21	All	34x4 1/2	Fire E-WF	M47	11C. 8D. 6N
1922	All	32x4 1/2	Fire C-WF	L43	11C. 8D. 6N

DAVIS

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1920-22	All	32x4	Fire E-WF	M44	11C. 8C. 6N
1923	All	32x4	Fire E-WF	M42	11C. 8C. 6N

DIXIE-FLYER

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1921-22-23	All	32x4	Stone I	C42	120W 7C.

DODGE

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1915-16	All	32x3 1/2	Stan No. 21	D41	5BW 7B.
1917	All	32x3 1/2	Stone I	C41	5BW 7B.
1918-19	All	32x3 1/2	Kel No. 100	J41	1C. 9C.
1919	All	32x3 1/2	Dodge	T41	18W 7B.
1920	All	32x3 1/2	Stone I	C41	18W 7B.
1921-22-23	All	32x3 1/2	Kel No. 110	K41	7C. 5B.
1921-22-23	All	32x3 1/2	Dodge or St. T41	18W 7B.	
1921-22-23	All	32x4	Kel No. 110	K41	7C.

DORT

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1917 to 21	All	30x3 1/2 Cl.	Jaxon	I19	6W. 7B. 10N
1922-23	All	30x3 1/2 88	Std.	C40	6W. 7B. 10N

DURANT

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1922-23	Four	30x3 1/2 88	Hayes	YD40	* 5A. 16N
1922-23	Four	30x3 1/2 88	Hayes	YH40	
1922-23	Six	32x4 1/2	Hayes	YH43	* 6D. 16N

EARL

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1921-22	All	30x3 1/2 Cl.	Hayes	I16	* 4. 5A. 15N
1922-23	All	32x4	Hayes	YH42	* 5C. 16N

ELGIN

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1916-17	All	32x3 1/2	Fire E-WF	M41	10W. 8B. 6N
1918	All	32x4	Stone I	C41	5BW 7B.
1919	All	32x4 1/2	Fire E-WF	M42	11C. 8C. 6N
1920 to 22	All	32x4	Fire E-WF	M44	11C. 8C. 6N
1923	All	32x4	Fire E-WF	M42	26C. 12C. 6N

ESSEX

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1919 to 22	All	32x4	Kel No. 110	K42	7C. 5B.
1922	Part	32x4	Kel No. 210	K42	25C. 5C. 8N
1922-23	Part	32x4	Fire E-WF	M41	26C. 12C. 6N

FORD

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1919 to 23	Passenger	30x3 1/2 Cl.	Hayes	I16	* 4. 5A. 15N
1919 to 23	Truck	32x4 1/2	Hayes	Y143	* 6D. 16N
1919 to 23	Truck	32x4 1/2	Hayes	Y143	* 6D. 16N

GARDNER

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1921-22	All	32x3 1/2	Std.	S41	61W. 7B. 10N
1923	All	32x4	Hayes	YH42	* 5C. 16N

GRANT

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1918	All	32x3 1/2	Fire E-WF	M41	11C. 8B. 6N
1919	All	32x3 1/2	Stan No. 21	D41	5BW 7B.
1920-21-22	All	32x4	Fire E-WF	M42	11C. 8C. 6N

GRAY

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1923	All	30x3 1/2 Cl.	Kel No. 88	I23	23C. 5A. 8N

HAYNES

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1917	36-37-38	34x4	Fire E-WF	M46	11C. 8C. 6N
1917-18-19	20	40-41-44	Fire E-WF	M47	11C. 8D. 6N

HUDSON

Year	Model	Size	Make of Rim	Rims Lug Bolt Nut	
1916-17-18-19	All	34x4 1/2	Kel No. 30	E46	13W 9C.
1917-18-19	Sptr	32x4 1/2	Stone I	C46	13W 9C.
1919-20-21	All	34x4 1/2	Kel No. 100	J46	1C. 9D.
1921-22	All	34x4 1/2	Kel No. 30	E43	15W 9D.
1922-23	All	34x4 1/2	Kel No. 110	K47	7C. 5B.
1923	All	34x4 1/2	Fire E-WF	M47	26C. 12C. 6N



RIMS—Continued

HUPMOBILE

Stone Stock Numbers

Year	Model	Size	Make of Rim	Rims	Lug Bolt Nut
1918	All	32x4	Fire E-WF	M42, 11C, 8C	6N
1919	All	32x4	Ke No. 100, J42	1C, 9D	
1920-21	All	32x4	Ke No. 110, K42	1C, 9D	8N
1922-23	All	32x4	Ke No. 110, K42	24C, 5C	8N
1923	All	32x4	Ke No. 210, K242	25C, 5C	8N

JEWETT

1922-23	All	30x3 1/2	SS, Ke No. 90	K240, 30C, 5A	8N
		30x3 1/2	SS, Jaxon-Special		

JORDAN

1922	M-X	32x4	Fire E-WF	M42, 11C, 8C	6N
1923	F	32x4 1/2	Fire E-WF	M43, 11C, 8D	6N
1923	M-X	32x4	Fire E-SF	M42, 26C, 12C	6N
1923	F	32x4 1/2	Fire E-SF	M43, 26C, 12D	6N

KING

1921-22	All	32x4 1/2	Stan No. 76, H43	120W7D	
		32x4 1/2	Fire E-WF	M43, 11C, 8D	6N

KISSEL

1919 to 22	All	32x4 1/2	Fire E-WF	M43, 11C, 8D	6N
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LAFAYETTE

1921-22	All	32x4 1/2	Fire C-WF	L43, 11C, 8D	6N
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LEXINGTON

1917	O	32x4	Goodyr B.	XG42, 21W, 8C	4N
1918	All	34x4	Goodr No. 9	5C, 12N	
1919	All	32x4 1/2	Goodr No. 8	5C, 12N	
1920-21	All	32x4	Ke No. 110, K42	7C, 5C	8N
1922	S	32x4	Ke No. 110, K42	24C, 5C	8N
1923	T	32x4 1/2	Fire E-WF	M43, 11C, 8D	6N
1923	All	32x4 1/2	Ke No. 118, X43	72C, 5D	

LIBERTY

1920-21-22	All	32x4	Fire E-WF	M42, 11C, 8C	6N
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LINCOLN

1921-22-23	All	32x4 1/2	Ke No. 120, F43	72C, 5D	
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LOCOMOBILE

1915-16-17-18	All	36x4 1/2	Cl, Fire B	B49, 11C, 8D	6N
1919-20-21-22-23	All	34x4 1/2	Fire C-WF	L47, 11C, 8D	6N

MARMON

1922-23	All	32x4 1/2	Fire E-SF	M43, 26C, 12D	6N
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MAXWELL

1916-17-19-25	30x3 1/2	Cl, Jaxon	119	6W, 7B, 10N	
		Stone I	C40, 6W	7D, 10N	
1920-21	All	30x3 1/2	Cl, Jaxon	119	6W, 7D, 10N
		Stone I	C40	6W, 7B, 10N	
1922-23	All	30x3 1/2	SS, Fire E-Disc wheels	M40	6A

MITCHELL

1916-17-18	All	32x4	Stan No. 21, D42	5BW, 7C	
		34x4	Stan No. 21, D46	5BW, 7C	
		34x4	Stan No. 21, D46	5BW, 7C	
1919	Vic	33x4	Stan No. 76, H44	120W7C	
1920-21-22	All	32x4	Stan No. 76, H44	120W7C	
		32x4	Stan No. 76, H44	120W7C	

MOON

1921	48	32x4	Fire E-WF	M42, 11C, 8C	6N
1921	68	32x4 1/2	Fire E-WF	M43, 11C, 8D	6N
1922	All	32x4	Fire E-WF	M42, 11C, 8C	6N
1923	Part	32x4	Fire E-SF	M42, 26C, 12C	6N

NASH

1918	681-3	34x4	Fire E-WF	M46, 11C, 8C	6N
1918-19	682-4-5	34x4 1/2	Fire E-WF	M47, 11C, 8D	6N
1920-21-22	681-3	33x4	Fire E-WF	M44, 11C, 8C	6N
1920-21-22	682-4-5	34x4	Fire E-WF	M47, 11C, 8D	6N
1921-22-23	Four	32x3 1/2	Fire E-WF	M41, 11C, 8B	6N
1923	Six	33x4	Hayes	YH44, 5C	16N

NATIONAL

1917-18	All	34x4 1/2	Fire B	B47, 11C, 8D	6N
1919	All	34x4 1/2	Fire C-WF	L47, 11C, 8D	6N
1920-21-22	All	32x4 1/2	Fire C-WF	L43, 11C, 8D	6N

OAKLAND

1917	34	32x4	Baker	A42, 3W, 4C	2N
		32x4	Stone I	C42, 3W, 4C	2N
1918-19	All	32x4	Peri	P42, 3W, 4C	2N
		32x4	Stone I	C42, 3W, 4C	2N
1919 to 22	All	32x4	Std	C42, 61W, 7C	10N
		32x4	Stone I	C42, 61W, 7C	10N
1923	All	32x4	Std-SF	S42, 61W, 11C	10N

OLDSMOBILE

1917	45-7	34x4	Baker	A40, 3W, 4C	2N
		32x4	Stone I	C40, 3W, 4C	2N
1917	37	32x4	Baker	A42, 3W, 4C	2N
		32x4	Stone I	C42, 3W, 4C	2N
1918	45	32x4	Peri	P42, 61W, 7C	10N
		32x4	Stone I	C42, 61W, 7C	10N
1919	37-A	32x4	Peri	P42, 61W, 7C	10N
		32x4	Stone I	C42, 61W, 7C	10N
1920	45-D	34x4 1/2	Std	C42, 61W, 7D	10N
1919	37-Sedan	33x4	Std	S41, 61W, 7C	10N
		32x4	Stone I	C41, 61W, 7C	10N
1920-21-22	All	32x4	Std	S42, 61W, 7C	10N
		32x4	Stone I	C42, 61W, 7C	10N

OVERLAND

1917-18	88	34x4 1/2	Stan No. 21, D47	5BW, 7D	
		32x4	Stone I	C47, 5BW, 7D	
1917-18	84-85	32x4	Stan No. 21, D47	5BW, 7C	
		32x4	Stone I	C42, 5BW, 7C	

Stone Stock Numbers

Year	Model	Size	Make of Rim	Rims	Lug Bolt Nut
1917-18-19-20	All	30x3 1/2	Cl, Jaxon	119	5BW, 7B
		30x3 1/2	Stone I	C40	5BW, 7B
1920-21-22	All	30x3 1/2	Cl, Jaxon	119	22W, 7B
		30x3 1/2	Stone I	C40	22W, 7B
1923	All—open	30x3 1/2	Cl, Jaxon	119	28C, 13B, 10N
	—closed	30x3 1/2	Cl, Hayes	116	*4, 5A, 18N
		30x3 1/2	SS, Std	S40	29C, 13B, 10N

PACKARD

1915-16	All	36x4	Fire B	B49, 11C, 8D	6N
1917-18	All	34x4 1/2	Fire B	D47, 11C, 8D	6N
1919-20-21	22	Twinn	34x4 1/2	Fire C	L47, 11C, 8D, 6N
	1921	Single	32x4	Ke No. 110, K42	7C, 5C
	1922	Single	32x4	Ke No. 210, K242	25C, 5C
	1923	Twinn	32x4 1/2	Fire C-WF	L43, 11C, 8D, 6N

PAIGE

1918-19	6-39-40	32x4	Parker	20C, 2B, 4N	
1918	6-55	34x4	Ke No. 100, J46	1C, 9D	
1919	6-55	32x4	Ke No. 110, K42	7C, 5C	
		34x4	Ke No. 110, K42	24C, 5C	
1920-21-22	All	32x4	Ke No. 110, K42	24C, 5C	8N
1923	All	32x4	Ke No. 210, K242	25C, 5C	8N

PEERLESS

1917-18	All	34x4	Fire E	M46, 11C, 8C	6N
1919-20-21	22	All	34x4 1/2	Fire C	L47, 11C, 8D, 6N
	1923	All	32x4 1/2	Ke No. 121	72C, 5D

REO

1916-17-18	MM	34x4 1/2	Stan No. 21, D47	5BW, 7D	
		34x4 1/2	Stone I	C47, 5BW, 7D	
1916-17-18	RS-TU	34x4	Stan No. 21, D46	5BW, 7C	
		34x4	Stone I	C46, 5BW, 7C	
1919-20-21	22	All	33x4	Fire E-WF	M46, 11C, 8C, 6N
	1923	All	33x4	Fire E-WF	M44, 11C, 8C, 6N

RICKENBACKER

1922-23	All	32x4	Std-Disc	842	
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SAXON

1917-18-19-20	32x3 1/2	Stan No. 21, D41	5BW, 7B		
		32x3 1/2	Stone I	C41, 5BW, 7B	
		32x3 1/2	Fire E-WF	M41, 11C, 8C	6N
1920-21-22	All	32x4	Fire E-WF	M42, 11C, 8C	6N

STANDARD

1919 to 22	All	34x4 1/2	Fire C	L47, 11C, 8D	6N
1923	All	34x4 1/2	Fire C-SF	L47, 26C, 12D	6N

STAR

1923	All	30x3 1/2	Cl, Hayes	116	*4, 5A, 18N
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SHERIDAN

1921-22	All	33x4	Std	S44	61W, 7C, 10N
		33x4	Stone I	C44	61W, 7C, 10N

STEARNS-KNIGHT

1920-21-22	23	All	34x4 1/2	Fire E-WF	M47, 11C, 8D, 6N
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STEPHENS

1920-21-22	All	32x4	Stan No. 76, H42	120W7C	
		32x4 1/2	Stone I	C42, 120W7C	
1923	All	32x4 1/2	Stan No. 76, H42	120W7C	
		32x4 1/2	Fire C-WF	L43, 11C, 8D, 6N	

STUDEBAKER

1918	Four	32x3 1/2	Ke No. 30, E41	15W, 9B	
		32x4	Stone I	C41, 15W, 9B	
		32x4	Ke No. 100, J42	1C, 9D	
1918	Six	34x4	Ke No. 30, E40	15W, 9C	
		34x4	Stone I	C46, 15W, 9C	
1919	Four	32x3 1/2	Ke No. 100, J41	1C, 9C	
1919	Six	32x4	Ke No. 100, J42	1C, 9D	
1920-21-22	All	32x4	Ke No. 110, K42	7C, 5C	8N
1922-23	All	32x4	Ke No. 210, K242	25C, 5C	8N

VELIE

1917-18	All	32x4	Goodyr B.	XG42, 21W, 8C	4N
		34x4	Goodyr B.	XG46, 21W, 8C	4N
1919-20-21	22	34	32x3 1/2	Fire E-WF	M41, 11C, 8B, 6N
1919-20-21	22	48	32x4	Fire E-WF	M42, 11C, 8C, 6N
1922-23	58	32x4	Fire E-SF	M42, 26C, 12C	6N

WESTCOTT

1920-21-22	38	33x4	Fire E-WF	M44, 11C, 8C	6N
	48	32x4 1/2	Fire E-WF	M43, 11C, 8D	6N

WILLIS-KNIGHT

1917-18-19-24	31x4 1/2	Stan No. 21, D47	5BW, 7D		
		31x4 1/2	Stone I	C47, 5BW, 7D	
1920-21-22	Open	33x4	Stan No. 76, H44	120W7C	
		33x4	Stone I	C44, 120W7C	
1922	Closed	32x4 1/2	Stan No. 76, H43	120W7D	
1923	Open	32x4	Stan No. 80, SF	R42, 29C, 13C, 10N	
	Closed	32x4 1/2	Stan No. 80, SF	R43, 29C, 13D, 10N	

WINTON

1919 to 23	All	34x4 1/2	Fire C	L47, 11C, 8D	6N
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Where brackets [] appear embracing a make rim with a "Stone I" rim, it signifies that the "Stone I" rim replaces and is interchangeable with the other.

*Numerals signify number of lugs attached to rim.

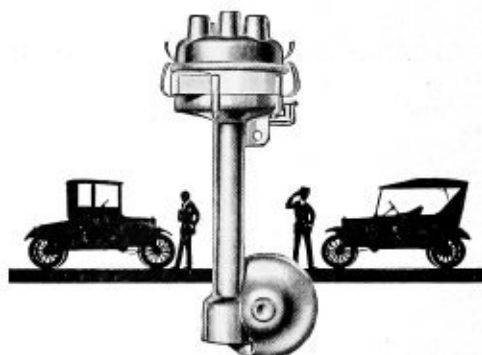
Abbreviations: "Fire" for replacement Firestone; "Stan" for Standard; "Goodr" for Goodrich; "Peri" for Periman; "Jax" for Jaxon; "Std" for Baker Standardized; "Ke" for Keisler; "Goodyr" for Goodyear; "Stone I" for Stone Interchangeable; "W, F" for Wood Fellow; "S, F" for Steel Fellow.



IGNITION PARTS

ATWATER KENT SCIENTIFIC IGNITION FOR FORD CARS

Easily installed
without
removing radiator



Greatly Improves
Ford
performance

TYPE LA

The LA System is the same high quality Atwater Kent Ignition used as standard equipment on higher priced cars, furnished with special fittings to adapt it to the Ford car.

Installation can be easily and quickly made without removing the radiator.

The increase in power is readily noticeable as soon as installed on either a new Ford or one which has been run thousands of miles.

The LA System is operated on the storage battery using one Ford coil with vibrators screwed down tight. This leaves three spare coils for emergency.



The Ford coils and coil box can be eliminated entirely by using the Atwater Kent High Power Special Coil for Fords. This coil is non-vibrating and absolutely water-proof, and greatly adds to easy starting even in cold weather.

ADVANTAGES

1. Easily installed.
2. Eliminates timer.
3. Mechanism is out of dirt and oil.
4. Combines automatic spark advance with hand advance.
5. Motor runs smoother, due to increase in spark heat from battery and more accurate timing.
6. Spark is of uniform intensity for all four cylinders, because the battery is a constant source of current supply, only one coil is used and the spark is accurately timed for each cylinder.

7. Three extra coils for emergency use.
8. Easier starting on account of extra hot spark at low speed.
9. Increases power, giving better hill climbing, greater acceleration and less gear changing.

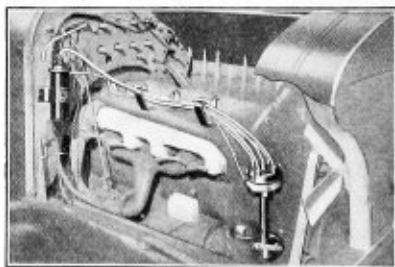
Additional Advantages Using Atwater Kent Special Coil for Fords

10. Eliminates noisy vibrators and coil box entirely.
11. The Atwater Kent Ford Special Coil is non-vibrating and absolutely water-proof.
12. Easier starting, even in cold weather, on account of extra hot spark at low speed and using the High Power Ford Special Atwater Kent Coil.

PRICE

No. 3321 Type LA System **\$10⁸⁰**
Including all cables and fittings

No. 3386 Special Coil for Fords . . \$5.00



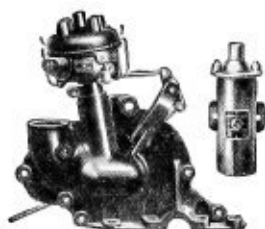
Easily Installed Without Removing Radiator—Wires and Mechanism Elevated Where They Are Free From Dirt and Oil



IGNITION PARTS—Continued

ATWATER KENT SCIENTIFIC IGNITION FOR FORD CARS

1919 and Later Models



Type RA System De Luxe

DESCRIPTION

This system is identical with Atwater Kent ignition used as standard equipment by a large number of the leading car manufacturers. It is special only in that it is furnished with fittings readily applicable to 1919 and later model Fords equipped with Starting and Lighting systems.

It is mounted on a special gear cover plate which takes the place of the regular Ford gear cover plate enclosing the hardened steel special gears, guaranteeing lubrication and quiet operation.

Type RA is equipped with the automatic spark advance feature which greatly adds to the ease and pleasure of driving. You can simply forget the spark advance lever.

It is however also equipped with an adjustable advance lever which facilitates timing and allows for hand spark advance in addition to automatic spark advance if the driver desires.

The starting battery is used as a source of current for this system. The current from the Ford magneto is not satisfactory for use with our Type RA system.

Complete instructions fully illustrated and easily followed sent with system.

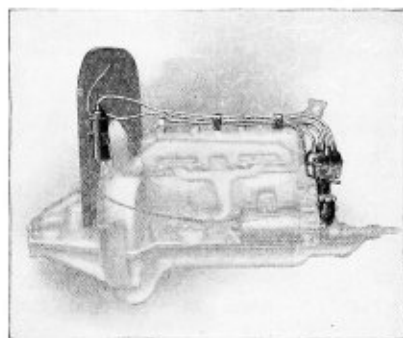
PRICE

TYPE RA Complete Outfit \$24⁰⁰

When ordering, specify
No. 3379 Unisarker and Fittings
No. 3196 N-7 Six-Volt Coil

ADVANTAGES

1. Eliminates inefficient, hard-to-get-at commutator and noisy vibrators.
2. A standard Atwater Kent non-vibrating high power, waterproof coil takes the place of the vibrator coils and coil box (an enameled metal plate being provided to cover the holes in the dash).
3. Only one contact point and two moving parts in the entire system.
4. Mechanism is elevated out of way of dirt and oil.
5. Easy starting result of a hot, perfectly synchronized spark.
6. Spark is of uniform intensity for all four cylinders, because the battery is a constant source of current supply, only one coil is used and the spark is accurately timed for each cylinder.
7. Automatic spark control eliminates necessity of constantly shifting spark lever.
8. Perfectly timed spark insures a smoother running motor—maximum power at all speeds—better hill climbing.
9. Smooth, rapid acceleration without knocking and less gear shifting.



Can be readily installed by following illustrated instruction sheet sent with the system



IGNITION PARTS—Continued

Automobile Ignition Coils

Interchangeable With Any of the Standard Battery Ignition Systems



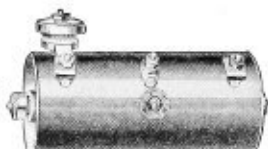
D-200 Coil



D-210 Bracket



D-218 Bracket



D-202 Coil



D-201 Coil



B-225 Bracket



D-255



R-300 Coil



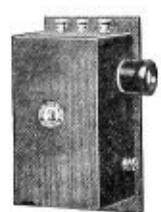
R-320 Bracket



R-350



R-310 Bracket



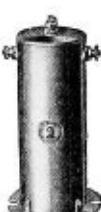
A-401 Coil



R-330 Bracket



D-240



A-403 Coil



C-500 Coil



N-600 Coil



W-700 Coil

This Line of Automobile Ignition Coils is 100% complete, consisting of only a few standard types sufficiently flexible to displace any of the Coils used as standard ignition equipment.

With the Flexible Fittings, adjustable Caps and Terminals on Jefferson Coils, it is possible to use one type to replace many of the different Coils now in general use.

Under Starting Conditions, the Battery is at lowest ebb and requires a Coil that will produce a hot, intense spark to overcome this drop in voltage. Jefferson Coils are designed to take care of this extreme condition.

The windings and condensers are so evenly balanced that arcing at contact points of breaker is virtually eliminated.

Each Coil is furnished with a Wiring Diagram giving detailed instructions for installing. Jefferson Coils are particularly noticeable because of their workmanship, flexibility, simple construction and completeness of detail. They are assembled in Bakelite Tubing, which is impervious to heat as well as moisture, and will not swell, warp or deteriorate with age.

Replacement for Delco Systems

D-200 Battery Ignition Coil, 6 or 12 volt.....	\$10.00
D-201 Battery Ignition Coil	10.00
D-202 Battery Ignition Coil	10.00
D-210 Bracket for use with D-200 Coil .....	.50
D-212 Bracket for use with D-200, 12-volt Coil .....	.50
D-218 Bracket for use with D-200 Coil .....	.50
D-222 Bracket for use with D-200 Coil .....	.50
B-225 Bracket for use with D-202 Coil .....	.50
D-240 6-volt Resistance Unit for use on D-200 Coils .....	.50
D-245 6-volt Resistance Unit for use on D-202 Coils .....	.50
D-250 12-volt Resistance Unit for use on D-200, 12-volt Dodge Coils.....	.50
D-255 6-volt Resistance Unit for use with D-201 Coil .....	.50

Replacement for Remy Systems

R-300 Battery Ignition Coil, 6 or 12 volt.....	\$10.00
R-310 Bracket for use with R-300 Coil .....	.25
R-320 Bracket for use with R-300 Coil .....	.50
R-330 Bracket for use with R-300 Coil .....	.25
R-350 6 and 12-volt Resistance Units for use on R-300 or A-403 Coil.....	.50
R-360 6-volt Resistance Unit for use on R-300 (two post) and W-700 Coils.....	.50

NOTE: R-300 Coil furnished with either two or three binding posts, with or without Resistance Unit.

Replacement for Atwater-Kent Systems

A-400 Coil with Yale Lock Switch, 6 or 12 volt.....	\$13.00
A-401 Coil without Switch, 6 or 12 volt	10.00
A-402 Tubular Coil, 6 or 12 volt	8.00
A-403 Tubular Coil, 6 or 12 volt	8.00
A-404 Tubular Coil, 6 or 12 volt	8.00

Replacement for Connecticut Systems

C-500 Battery Ignition Coil, 6 or 12 volt.....	\$10.00
C-501 Battery Ignition Coil	10.00

Replacement for North-East Systems

N-600 Battery Ignition Coil, 6 or 12 volt.....	\$8.00
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Replacement for Wagner Systems

W-700 Battery Ignition Coil	\$8.00
W-701 Battery Ignition Coil	8.00

Replacement for Autolite Systems

L-800 Battery Ignition Coil.....	\$10.00
L-805 Bracket for use with L-800 Coil .....	.50
L-806 Bracket for use with L-800 Coil .....	.50

IMPORTANT—6 and 12 volt Coils ARE NOT interchangeable. BE SURE and specify voltage. Unless otherwise mentioned, standard 6-volt Coils will be furnished. If possible, give name, model and year of car for which Replacement Coil is required.

NOTE—We have a full line of Transformer Coils for use with Remy, Splitdorf, Kingston, Heinze, Michigan and National low-tension dual-type Magnetos.

Automobile Ignition Coils

Name and Model			Year	Jefferson Coil and Fittings	Name and Model			Year	Jefferson Coil and Fittings	Name and Model			Year	Jefferson Coil and Fittings
Allen	1917-20	C-500 Coil		Elgin	1916-17	D-200 Coil		Oldsmobile 4	1918-23	R-200 Coil with				
Allen	1921	C-501 Coil		Elgin	1917-19	R-300 Coil with		Oldsmobile 57a-6	1918-21	R-300 Coil with	★			
Anderson	1918-19	C-500 Coil		Elgin	Late 1919-22	W-700 Coil		Oldsmobile 45-8	1918-19	D-202 Coil				
Anderson	1920-22	R-300 Coil with		Elgin	1923	R-300 Coil with	★	Oldsmobile 47-5	1919-23	D-201 Coil				
		R-310 Bracket		Essex	1918-22	D-201 Coil		Oldsmobile Truck	1920-23	R-300 Coil with				
Anderson	1923	A-403 Coil	★	Essex	Late 1922-23	D-202 Coil with		Overland	1916-22	C-500 Coil				
Apperson	1915-17	R-300 Coil with		Flint	1923	L-800 Coil with		Overland	Early 1920-23	C-501 Coil				
		R-310 Bracket		Franklin	1916-21	A-401 (12v) Coil		Overland Truck	1921	C-500 Coil				
Apperson	1918-23	R-300 Coil with		Franklin	1922	A-401 (12v) Coil		Packard	1919-23	D-201 Coil				
		R-310 Bracket	★	Franklin	1923	A-403 Coil		Paige	1916-17	R-200 Coil with				
Auburn	1916-20	R-300 Coil with		Gardner	1921-23	A-403 Coil		Paige	1917-19	R-300 Coil with				
		R-320 Bracket	★	Graham B'stein	1920-21	N-600 Coil				R-310 Bracket				
Auburn	1917-18	D-200 Coil with		Grant	1917-20	R-300 Coil with	★	Paige	1920-23	A-403 Coil				
		D-210 Bracket				R-310 Bracket		Pat American	1917-22	A-401 Coil				
Auburn	1921-23	R-300 Coil with		Grant	1919-23	A-403 Coil		Pathfinder	1916-17	D-200 Coil				
		R-310 Bracket	★	Handley Knight	1922	L-800 Coil		Paterson	1916-19	D-200 Coil with				
Austin	1917-19	D-200 Coil		Handley Knight	1923	D-202 Coil with				D-218 Bracket				
Barley	1923	D-202 Coil		Hanson	1921-22	D-202 Coil		Paterson	1920-23	D-202 Coil				
Bay State	1922-23	D-202 Coil		Hanson	1922-23	L-800 Coil		Peerless-4	1915-17	A-401 Coil				
Beggs Six	1919-23	C-501 Coil		Haynes	1915-23	R-300 Coil with		Peerless-8	Late 1917-21	A-403 Coil				
Bethlehem Truck	1918-19	A-403 (12 v.) Coil		H. C. S.	1920-23	D-201 Coil		Peerless	1922	A-404 Coil				
Bethlehem Truck	1920-21	A-403 (6 v.) Coil		Hudson	1913-22	D-201 Coil		Peerless	1923	D-201 Coil				
Bour Davis	1917	D-200 Coil with		Hudson	Late 1922-23	D-202 Coil with		Pilot	1916-20	D-200 Coil with				
		D-218 Bracket				R-225 Bracket				D-218 Bracket				
Bour Davis	1917	R-300 Coil with		Huffman	1921	C-501 Coil		Pilot	1921-22	C-501 Coil				
		R-310 Bracket	★	Hupmobile	1916	A-401 (6v) Coil		Pilot	1923	C-500 Coil				
Bour Davis	1921	A-403 Coil		Hupmobile	1917	A-402 Coil		Premier	1916-20	D-200 Coil with				
Bradley	1916-21	C-500 Coil		Hupmobile	1918-23	A-403 Coil				D-222 Bracket				
Briscoe	1915-16	R-300 Coil with		Jackson	1917-22	R-300 Coil	★	Premier	1921-23	D-202 Coil				
		R-310 Bracket		Jewett	1922-23	A-403 Coil		Premier-Stratton	1923	L-800 Coil with				
Briscoe	1917-19	C-500 Coil		Jordan	1918-23	D-202 Coil				L-805 Bracket				
Briscoe	1920-21	C-501 Coil		King	1917-23	A-403 Coil		Reo	1914	R-200 Coil				
Buick	1914-15	D-201 Coil		King	1923	A-403 Coil		Reo	1915-19	R-300 Coil	★			
Buick	1916-20	D-200 Coil		Kissell	1917-18	D-200 Coil		Reo	1920-23	N-600 Coil				
Buick	1921-22	D-202 Coil		Kissell	1916-18	R-300 Coil with		Reo Truck	1918-23	R-300 Coil with				
Buick	1923	D-202 Coil with		Kissell	1918-19	R-300 Coil with		Rickenschacher	1923	D-202 Coil with	★			
		R-225 Bracket		Kissell	1920-23	R-300 Coil with	★			D-202 Coil				
Cadillac	1911-23	D-201 Coil		Kissell	1920-23	R-300 Coil with	★	Rolls Royce	1923	D-202 Coil				
Casa	1917	C-500 Coil		Lafayette	1920-23	D-201 Coil				D-202 Coil				
Casa	1918	D-202 Coil		Lexington	1916-19	C-500 Coil		R. & V. Knight	1920-22	W-701 Coil				
Chalmers	1914-16	A-401 Coil		Lexington	1920-23	C-501 Coil		R. & V. Knight	1923	L-800 Coil with				
Chalmers	1917-22	R-300 Coil with		Liberty	1917-18	D-200 Coil with				L-806 Bracket				
		R-310 Bracket	★	Liberty	Early 19	D-218 Bracket		Saxon	1917	A-402 Coil				
Chalmers	1923	L-800 Coil with		Liberty	Late 1919	A-403 Coil		Saxon	1917-18	R-300 Coil with				
		L-806 Bracket		Liberty	1920-23	W-701 Coil		Saxon	Early 19	R-310 Bracket				
Chandler	1923	D-202 Coil with		Lincoln	1921-23	D-202 Coil		Saxon	1919-23	D-202 Coil with				
		R-225 Bracket		Maibohm	Early 1917	A-402 Coil		Sayers & Seoville	1917-19	D-200 Coil with				
Chevrolet	1915-17	C-500 Coil		Maibohm	1917-23	A-403 Coil				D-210 Bracket				
Chevrolet	1918-22	R-300 Coil with		Maxwell	Early 1917	A-403 Coil		Sayers & Seoville	1920-23	D-202 Coil				
		R-330 Bracket	★	Maxwell	1917-19	A-403 (12v) Coil		Scripps Booth	1916-17	R-300 Coil with				
Chevrolet Truck	1918-23	R-330 Bracket		Maxwell	1920-22	A-403 Coil		Scripps Booth	1918-21	R-300 Coil with				
		R-330 Bracket	★	Maxwell	1923	R-300 Coil with	★			R-320 Bracket				
Chevrolet	1923	R-300 Coil with		McFarlan	1923	R-310 Bracket		Star	1923	L-800 Coil with				
		R-310 Bracket		Mitchell	1917-18	C-500 Coil				L-806 Bracket				
Cleveland	1921-22	C-501 Coil		Mitchell	1918-23	R-300 Coil with		Stearns Knight	1920-22	A-403 (12v) Coil				
Cleveland	1923	D-202 Coil with		Moline Knight	1915-19	C-500 Coil		Stearns Knight	1923	A-404 (12v) Coil				
		R-225 Bracket		Monroe	1915-19	C-500 Coil		Stephens	1917	C-500 Coil				
Cole	1913-16	D-201 Coil		Monroe	1920-23	C-501 Coil		Stephens	Late 1917-19	D-200 Coil with				
Cole 860	1917	D-200 Coil		Moon	1917-18	D-200 Coil with				D-222 Bracket				
Cole 880	1917	D-200 Coil with		Moon	1918-19	D-218 Bracket		Stephens	1920	C-500 Coil				
		D-218 Bracket		Moon	Late 1919-20	W-700 Coil		Stephens	1921	C-501 Coil				
Cole	1918-19	D-202 Coil		Moon	1919-22	D-202 Coil		Stephens	1922	L-800 Coil				
Columbia 5C.D.	1917-22	A-403 Coil		Moon	1923	D-202 Coil with		Stephens	1923	D-202 Coil with				
Columbia Light Six	1922	L-800 Coil		Moon	1923	B-225 Bracket		Studebaker-4	1914-15	R-300 Coil				
Columbia Special 6	1923	L-800 Coil with		Moon	1923	D-202 Coil		Studebaker-6	1914-16	R-300 Coil with				
		L-805 Bracket		Moon	1923	D-202 Coil				R-310 Bracket				
Columbia Light 6	1923	R-300 Coil with		Moon	1923	D-202 Coil		Studebaker	1916-23	R-300 Coil with	★			
		R-310 Bracket	★	Moon	1923	D-202 Coil				R-310 Bracket				
Courier	1923	A-403 Coil		Moon	1923	D-202 Coil		Studebaker	1920-23	W-701 Coil				
Crawford	1918-23	A-403 Coil		Moon	1923	D-202 Coil		Stutz	1918-22	D-202 Coil				
Crow Elkhart	1915	R-300 (12v) Coil with		Moon	1923	D-202 Coil		Stutz	1923	R-200 Coil with				
		R-310 Bracket	★	Moon	1923	D-202 Coil				R-310 Bracket				
Crow Elkhart	1916-19	C-500 Coil		Moon	1923	D-202 Coil		Templar	1917-19	R-300 Coil with				
Crow Elkhart	1920-23	C-501 Coil		Moon	1923	D-202 Coil				R-320 Bracket				
Cunningham	1918-19	D-202 Coil		Moon	1923	D-202 Coil		Vellie Biltwell	1916-17	R-300 Coil with				
Dagmar	1923	A-403 Coil		Moon	1923	D-202 Coil				R-320 Bracket				
Daniel	1920-23	D-201 Coil		Moon	1923	D-202 Coil		Vellie Biltwell	1918	R-300 Coil with				
Davis	1917-19	D-200 Coil with		Moon	1923	D-202 Coil			Early 19	R-320 Bracket	★			
		D-218 Bracket		Moon	1923	D-202 Coil		Vellie	1919-22	A-403 Coil				
Davis	1920-22	D-202 Coil		Moon	1923	D-202 Coil		Vellie	1923	A-404 Coil				
		D-202 Coil with		Moon	1923	D-202 Coil		Vellie Truck	1919-21	R-300 Coil with				
		R-225 Bracket		Moon	1923	D-202 Coil				R-310 Bracket				
Detroit-4	1915-16	R-300 Coil with		Moon	1923	D-202 Coil		Westcott	1916	D-200 Coil with				
		R-310 Bracket		Moon	1923	D-202 Coil				D-210 Bracket				
Detroit-8	1915-16	R-300 Coil with		Moon	1923	D-202 Coil		Westcott	1917-18	D-200 Coil with				
		R-330 Bracket		Moon	1923	D-202 Coil				D-218 Bracket				
Detroit-8	1916-17	C-500 Coil		Moon	1923	D-202 Coil		Westcott	1918-23	D-202 Coil				
Dodge	1917-18	D-200 (12 v.) Coil		Moon	1923	D-202 Coil		Wills S. Clark	1923-23	D-202 Coil				
		D-212 Bracket		Moon	1923	D-202 Coil		Wills Knight	1917	C-500 Coil				
Dodge	1919-23	N-600 (12 v.) Coil		Moon	1923	D-202 Coil		Wills Knight	1918	R-300 Coil with				
Dort	1915-19	C-500 Coil		Moon	1923	D-202 Coil			1918-22	R-300 Coil with				
Dort	1920-22	C-501 Coil		Moon	1923	D-202 Coil				L-800 Coil with				
Dort	1923	D-202 Coil with		Moon	1923	D-202 Coil				L-806 Bracket				
		R-225 Bracket		Moon	1923	D-202 Coil								
Durant-4	1922-23	L-800 Coil with		Moon	1923	D-202 Coil								
		L-805 Bracket		Moon	1923	D-202 Coil								
Durant-8	1922-23	L-800 Coil with		Moon	1923	D-202 Coil								
		L-805 Bracket		Moon	1923	D-202 Coil								
Earl	1922-23	C-501 Coil		Moon	1923	D-202 Coil								
Economy	1918-20	C-500 Coil		Moon	1923	D-202 Coil								
Economy	1921-23	C-501 Coil		Moon	1923	D-202 Coil								
Elcar	1918-19	A-403 Coil		Moon	1923	D-202 Coil								
Elcar	1920-25	D-202 Coil		Moon	1923	D-202 Coil								

The above is a list of popular cars. We can supply coils for all Standard Battery Ignition and low tension Magneto Systems. Write us giving name, year and model of car.

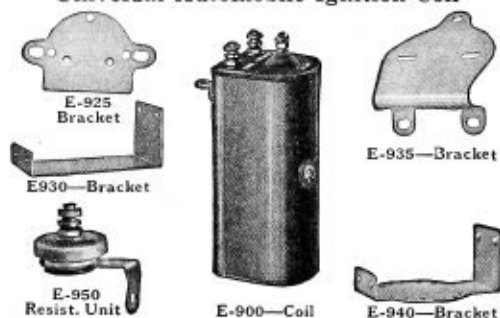
★R-300 2 Post Coil.

NOTE:—When voltage is not specified it is understood that 6-volt coils are required.



IGNITION PARTS—Continued

Universal Automobile Ignition Coil



The Jefferson Universal Automobile Ignition Coil is designed for replacement on all standard battery ignition systems and has many important, exclusive features. It is extremely simple to install, efficient in operation, compact in construction and dependable in performance.

The combination of high quality, adaptability and price is incorporated in the Jefferson Universal Coil. It appeals strongly to all of the Trade who are interested in rendering 100 per cent Coil Service with a minimum stock of one coil, and enjoying the liberal profits of this field.

For an initial order the No. 5 Jefferson Universal Coil Assortment is recommended. This assortment consists of one E-900 Coil, one each of E-925, E-930, E-935, E-940 Brackets, and one E-950, 12-volt Resistance Unit (all packed in one carton). This equipment will replace any coil on any standard battery ignition system. To fill in stock, coil and fittings can be purchased separately.

No. 5 Jefferson Universal Coil Assortment, complete with all necessary fittings for 6 and 12 volt systems	\$10.00
E-900, Jefferson Universal Coil	7.50
E-925, E-930, E-935, E-940 Brackets, each	.50
E-950, 12-volt Resistance Unit	.50

Box Type Coils

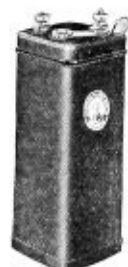


No. 51—Box Type Coil

Jefferson Box Type Vibrator Jump Spark Coils are guaranteed to answer the most rigid gas engine requirements. The construction of the vibrator is such that the coil cannot be adjusted to stop the engine from working, nor to consume an excessive amount of current. An extremely economical coil, assembled in dovetailed oak case.

No. 51 Box Type Vibrating Coil	Per Unit \$4.00
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Steel Case Make-and-Break Coils



Make and Break Coil

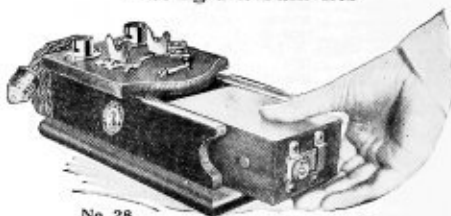
Coils are assembled in a substantial black enameled steel case, and immersed in a special insulating compound, which renders them impervious to moisture. The two coils listed below will take care of every requirement in the Make-and-Break Gas Engine Field. The difference in the two coils is in the current consumption and spark output. The No. 15 will take care of 90 per cent of the requirements, while the No. 30 is designed primarily for large heavy duty engines, where current consumption and spark output are important factors.

No. 15 $2\frac{1}{2} \times 2\frac{1}{2} \times 6$ inches, 3 pounds	\$2.00
No. 30 $3 \times 3\frac{1}{4} \times 4$ inches, 5 pounds	3.25

Above coils equipped with Single Throw Switch, add 20 cents to list price. Above Coils equipped with Double Throw Switch, add 30 cents to list price.

We have a complete line of Ignition Parts. If you don't find what you want, write us.

Testing Instruments



No. 28

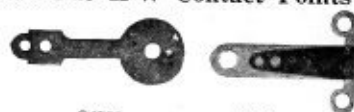
Nos. 28 and 30 Ford Unit and Combination Testers, although primarily designed for testing Ford Unit Coils, can also be used for testing automobile lamps of all styles and sizes, spark plugs, coils, electric horns; for locating short circuits, grounds, etc., and for starting Ford engines in cold weather. The No. 28 is for attachment to the regular alternating current lighting circuit. The No. 30 is identical with the No. 28 except that it is designed for use where alternating current is not available, and receives its energy from a six-volt storage battery or four dry cells.

The Nos. 16 and 17 Testers are also used to test auto lamps, spark plugs, electric horns; to locate short circuits, grounds, etc., and for starting Ford engines in cold weather. A complete vibrating coil is incorporated in these testers for the purpose of testing spark plugs. This Coil is not included in either No. 28 or No. 30, a Ford Coil unit being used instead. The No. 17 is for attachment to the regular alternating current lighting circuit, and the No. 16 is designed for use with storage battery or dry cells.

No. 16 Combination tester for battery current	Price \$10.00
No. 17 Combination Tester for alternating current	12.00
No. 28 Ford Unit and Combination Tester for alternating current	10.00
No. 30 Ford Unit and Combination Tester for battery current	8.00

Standard stock windings Nos. 17 and 28 Testers will operate on 110 to 120 volts A. C., 50 to 133 cycles. For 110-volt, 25-cycle windings, add 25% to net prices; 220-volt, 60-cycle windings, add 15% to net prices; 220-volt, 25-cycle windings, add 25% and 15% to net prices.

Genuine K-W Contact Points



G4733

G4734

Nos. 4733 and 4734 Genuine K-W Contact Points. Tungsten Contacts and Springs for K-W Ford Coils. Pair \$0.35

The K-W "Sparkite" Contact Points and Springs



SPARKITE

K-W "Sparkite" Points are larger in size and solid metal, more efficient and long life.

G-206, Price per pair \$0.50

K-W Coils for Fords



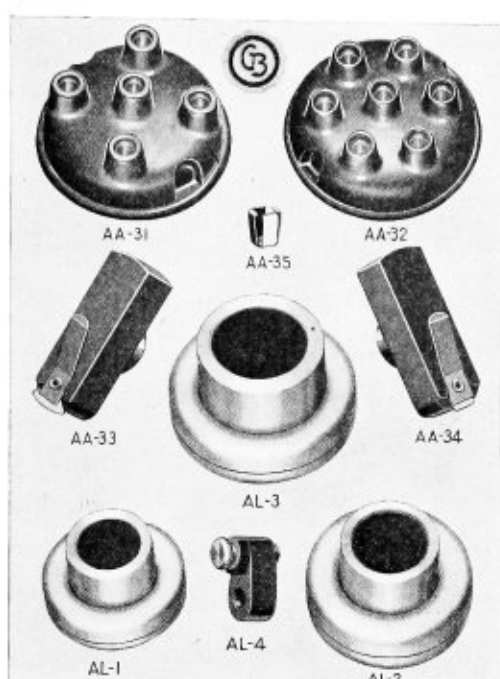
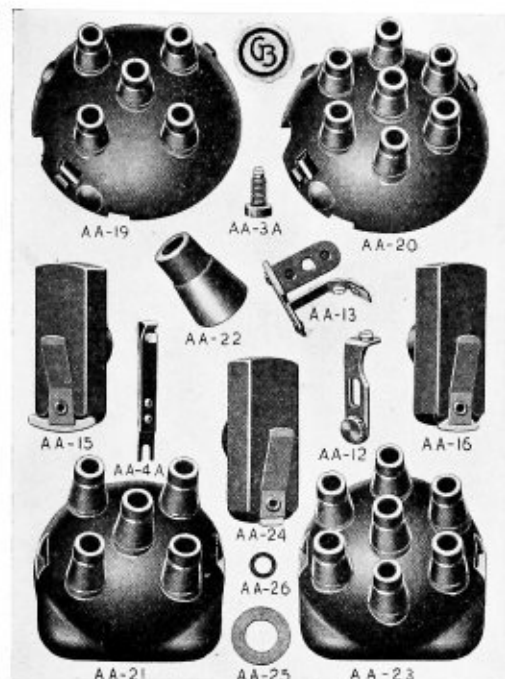
Regular

Metal Top

K-W Standard Coil Units, each	\$2.75
K-W Fordson Tractor Coil Units, each	5.00
K-W Metal Top Coil Units, equipped with sparkite contact points and springs, each	2.50



IGNITION PARTS—Continued



Ignition Replacement Parts

To Fit Atwater Kent Distributor

- AA3a**—Tungsten Pointed Contact Screw, to fit Types H, K2 and K3. Used opposite AA4a.
- AA4a**—Tungsten Pointed Contact Spring, to fit Types H, K2 and K3. Used opposite AA3a.
- AA12**—Tungsten Pointed Stationary Contact, to fit Types CC and CA. Used opposite AA13.
- AA13**—Tungsten Pointed Contact Arm, to fit Types CC and CA. Used opposite AA12.
- AA15**—Distributor Block, complete, to fit Types F, H, K2 and K3, two- and four-cylinder. Used with AA19 distributor cap.
- AA16**—Distributor Block, complete, to fit Types F, K2 and K3, six-cylinder. Used with AA20 distributor cap.
- AA19**—Distributor Cap, complete with terminals, to fit Types K2 and K3, four-cylinder. Used with AA15 distributor block.
- AA20**—Distributor Cap, complete with terminals, to fit Types K2 and K3, six-cylinder. Used with AA16 distributor block.
- AA21**—Distributor Cap, complete with terminals, to fit Types CC and CA, four-cylinder. Used with AA24 distributor block.
- AA22**—Distributor Terminal Nut, to fit AA19, 20, 21 and 23 distributor caps.
- AA23**—Distributor Cap, complete with terminals, to fit Types CC and CA, six-cylinder. Used with AA24 distributor block.
- AA24**—Distributor Block, complete, to fit Types CC, CA, CA-F, RA-Ford and RA-Vertical, four- and six-cylinder. Used with AA21, 23 and 32 distributor caps.
- AA25**—Rubber Insulating Washer, to fit terminals on AA19, 20, 21 and 23 distributor caps.
- AA26**—Shim Washer, for adjusting AA3a.

To Fit Atwater Kent Distributor

- AA31**—Distributor Cap, to fit Type LA-Ford System, four-cylinder. Used with AA33 distributor block.
- AA32**—Distributor Cap, to fit Type RA-Vertical, six-cylinder. Used with AA24 distributor block.
- AA33**—Distributor Block, complete, to fit Type LA-Ford System, four-cylinder. Used with AA31 distributor cap.
- AA34**—Distributor Block, complete, to fit Type LA-Vertical six-cylinder, as used on Jewett car.
- AA35**—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on all plug terminal type distributor caps.

To Fit Auto-Lite Starter

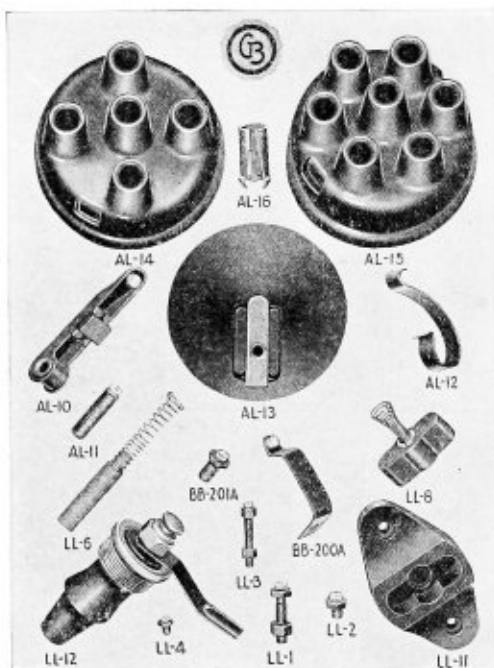
- AL1**—Bronze Bearing, small size, graphite impregnated. Inside diameter .003 undersize.
- AL2**—Bronze Bearing, medium size, graphite impregnated. Inside diameter .003 undersize.
- AL3**—Bronze Bearing, large size, graphite impregnated. Inside diameter .003 undersize.

To Fit Auto-Lite Generator

- AL4**—Brush Holder Post Insulator, used on GH, GG and GD generators. To fit main brush.



IGNITION PARTS—Continued



To Fit Auto-Lite Distributor

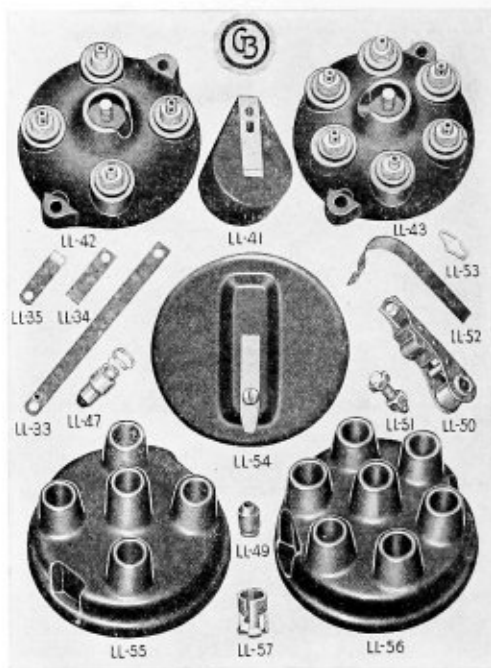
- AL10**—Tungsten Pointed Breaker Lever, to fit all models. Used opposite AL11.
- AL11**—Tungsten Pointed Contact Screw, to fit all models. Used opposite AL10.
- AL12**—Tension Spring, to fit AL10 breaker lever.
- AL13**—Distributor Disc Assembly, to fit all models of four- and six-cylinder. Used with AL14 and 15 distributor covers.
- AL14**—Distributor Cover, to fit all models of four-cylinder. Used with AL13 distributor disc.
- AL15**—Distributor Cover, to fit all models of six-cylinder. Used with AL13 distributor disc.
- AL16**—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on AL14 and 15 distributor covers.

To Fit Berling Magneto

- BB200a**—Platinum Pointed Interrupter Contact Spring, large size point, to fit all types. Used opposite BB201a.
- BB201a**—Platinum Pointed Interrupter Contact Screw, large size point, to fit all types. Used opposite BB200a.

To Fit Bosch Magneto

- LL1**—Platinum Pointed Contact Screw, long, to fit all types except those designated after LL3. Used opposite LL2. Will also fit German-Bosch magnetos.
- LL2**—Platinum Pointed Contact Screw, short, to fit all types except those designated after LL4. Used opposite LL1. Will also fit German-Bosch magnetos.
- LL3**—Platinum Pointed Contact Screw, long, to fit Types DA, DAV and (BA1 early). Used opposite LL4.
- LL4**—Platinum Pointed Contact Screw, short, to fit Types DA, DAV and (BA1 early). Used opposite LL3.
- LL5**—Carbon Collector Brush, with spring, to fit LL12 collector ring brush holder.
- LL6**—Carbon Distributor Brush, with spring, to fit LL11 distributor brush holder.
- LL11**—Rotating Distributor Brush Holder, to fit Types DU3, 4 and 6 (independent), DU (duplex) and ZR (new style). For brush to fit this part see LL5.
- LL12**—Collector Ring Brush Holder, complete with attachments, to fit Types DU3, 4 and 6. For brush to fit this part see LL5.



To Fit Bosch Magneto

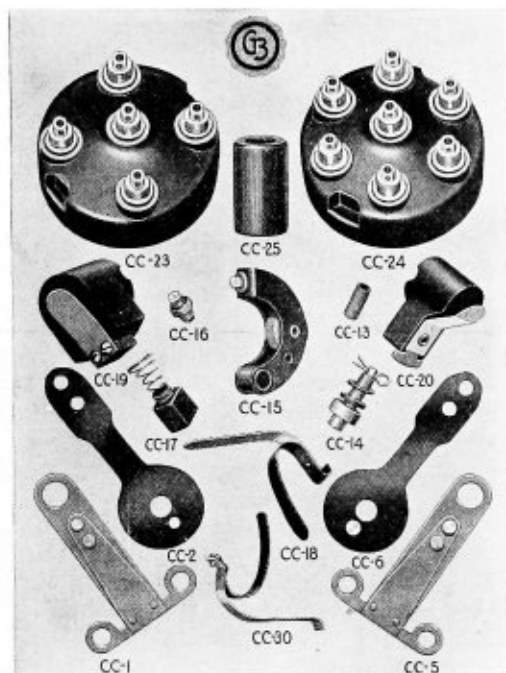
- LL33**—Tension Spring, flat, for interrupter lever.
- LL34**—Auxiliary Spring on Boss of Interrupter Disc (square end).
- LL35**—Auxiliary Spring on Interrupter Lever (round end).
- LL41**—Distributor Rotor, to fit four- and six-cylinder. Used with LL42 and 43 distributor covers.
- LL42**—Distributor Cover, four-cylinder, to fit Type B4 Magneto. Complete with metal cased carbon plunger contact. For plunger contact to fit this part see LL47. Used with LL41 distributor rotor.
- LL43**—Distributor Cover, six-cylinder, to fit Type B6 Magneto. Complete with metal cased carbon plunger contact. For plunger contact to fit this part see LL47. Used with LL41 distributor rotor.
- LL47**—Carbon Plunger Contact (metal cased), with spring, to fit LL42, 43, 55 and 56 distributor covers.
- LL49**—Fibre Interrupter Lever Bushing, to fit all types of Bosch interrupter plates.

To Fit Bosch Distributor

- LL50**—Tungsten Pointed Breaker Lever, to fit all types. Used opposite LL51.
- LL51**—Tungsten Pointed Contact Screw, to fit all types. Used opposite LL50.
- LL52**—Tension Spring, to fit LL50 breaker lever.
- LL53**—Breaker Lever Retaining Clip. Used to hold breaker lever in place on stud.
- LL54**—Distributor Disc Assembly, to fit all types of four- and six-cylinder. Used with LL55 and 56 distributor covers.
- LL55**—Distributor Cover, to fit all models of four-cylinder. Complete with metal cased carbon plunger contact. For plunger contact to fit this part see LL47. Used with LL54 distributor disc.
- LL56**—Distributor Cover, to fit all models of six-cylinder. Complete with metal cased carbon plunger contact. For plunger contact to fit this part see LL47. Used with LL54 distributor disc.
- LL57**—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on LL55 and 56 distributor covers.



IGNITION PARTS—Continued



To Fit Ford and K-W Coils

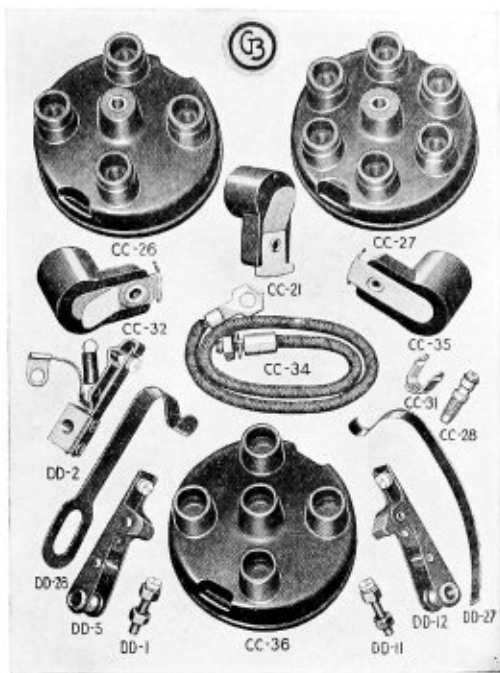
Used on Ford Cars and Fordson Tractors.

For Vibrator Points used on Fordson Tractors, and for Heavy Duty on Ford Cars use CC5 and 6.

- CC1—Tungsten Pointed Bridge, small point, to fit K-W and Ford coils. Used opposite CC2 (4 to a set).
- CC2—Tungsten Pointed Spring, small point, to fit K-W and Ford coils. Used opposite CC1 (4 to a set).
- CC5—Tungsten Pointed Bridge, large point, to fit K-W and Ford coils. Used opposite CC6 (4 to a set).
- CC6—Tungsten Pointed Spring, large point, to fit K-W and Ford coils. Used opposite CC5 (4 to a set).

To Fit Connecticut Distributor

- CC13—Fibre Bushing, to fit stud on breaker plate.
- CC14—Metal Stud, complete with fibre bushing, washers and cotter pin. This part used to adapt CC15 breaker lever to (riveted type) breaker plates.
- CC15—Tungsten Pointed Breaker Lever, to fit all models. Used opposite CC16. If lever is riveted on use in connection with CC14 stud.
- CC16—Tungsten Pointed Contact Screw, to fit all models. Used opposite CC15.
- CC17—Carbon Distributor Rotor Brush, with spring, to fit CC19 distributor rotor.
- CC18—Tension Spring, to fit CC15 breaker lever.
- CC19—Distributor Rotor Arm, without brush, to fit Model 158, four- and six-cylinder. For brush to fit this part see CC17.
- CC20—Distributor Rotor Arm, to fit Model 15T, four- and six-cylinder. Used with CC23 and 24 distributor cases.
- CC23—Distributor Case, to fit Model 15T, four-cylinder. Used with CC20 distributor rotor.
- CC24—Distributor Case, to fit Model 15T, six-cylinder. Used with CC20 distributor rotor.
- CC25—Secondary Terminal Nut, to fit CC23 and 24 distributor cases.
- CC30—Tension Spring, to fit breaker lever on new style breaker plate assembly.



To Fit Connecticut Distributor

- CC21—Distributor Rotor Arm, to fit Models 16 and 16C, four- and six-cylinder. Used with CC26 and 27 distributor cases.
- CC26—Distributor Case, to fit Models 16 and 16C, four-cylinder. Used with CC21 distributor rotor.
- CC27—Distributor Case, to fit Models 16 and 16C, six-cylinder. Used with CC21 distributor rotor.
- CC28—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on CC26 and 27 distributor cases.
- CC31—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on CC36 distributor case.
- CC32—Distributor Rotor Arm, to fit Models 17 and 17C, six-cylinder, as used on Lexington car.
- CC34—Primary Cable, 10" long, to fit GA Coil.
- CC35—Distributor Rotor Arm, to fit Models 18 and 18C, four- and six-cylinder. Used with CC36 distributor case.
- CC36—Distributor Case, to fit Models 18 and 18C, four-cylinder. Used with CC35 distributor rotor.

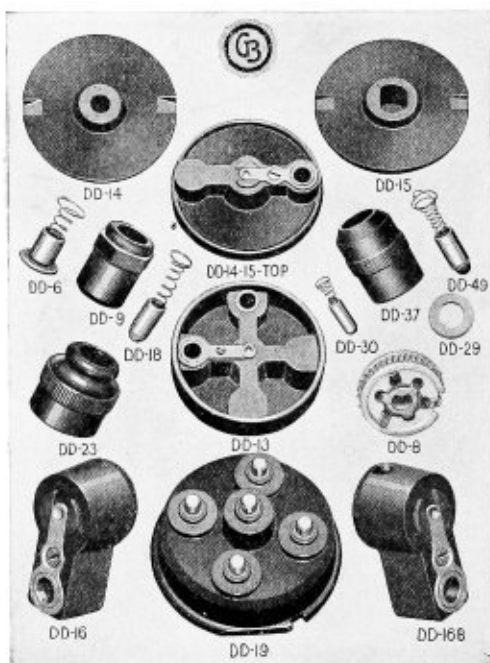
To Fit Delco Distributor

- DD1—Tungsten Pointed Contact Screw Assembly. Used opposite DD2, 5 and 50 contact arm assemblies.
- DD2—Tungsten Pointed Contact Arm Assembly. Used opposite DD1 contact screw.
- DD5—Tungsten Pointed Contact Arm Assembly, short fibre type. Used opposite DD1 contact screw.
- DD11—Tungsten Pointed Contact Screw Assembly. Used opposite DD12 contact arm assembly.
- DD12—Tungsten Pointed Contact Arm Assembly, long fibre type. Used opposite DD11 contact screw.
- DD27—Tension Spring, flat, to fit contact arm assembly.
- DD28—Tension Spring, loop type, to fit contact arm assembly.

FOR LIST AND NET PRICES, SEE DISCOUNT SHEET

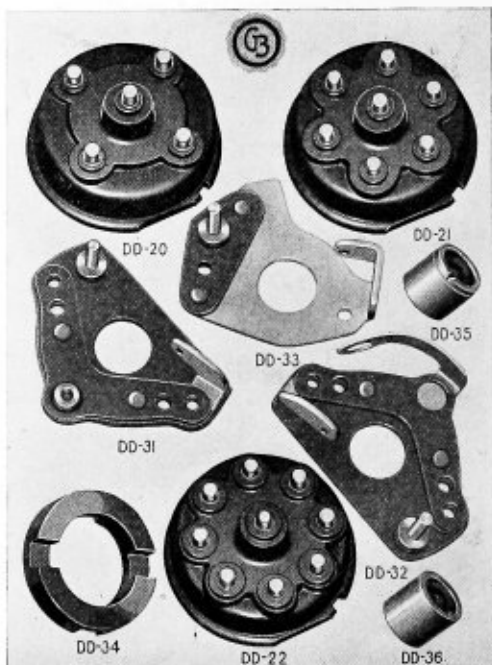


IGNITION PARTS—Continued



To Fit Delco Distributor

- DD-6**—Metal Distributor Rotor Brush, with spring, hollow type, to fit DD13, 14, 15, 16 and 16b distributor rotors.
- DD-8**—Resistance Unit Assembly, early type. Six volt.
- DD-9**—High Tension Terminal Nut Assembly, to fit DD20, 21 and 22 distributor head assemblies.
- DD-13**—Distributor Rotor Assembly, without metal brush. For brush to fit this part see DD6.
- DD-14**—Distributor Rotor Assembly, without metal brush (round hole type). For brush to fit this part see DD6.
- DD-15**—Distributor Rotor Assembly, without metal brush (flat side hole type). For brush to fit this part see DD6.
- DD-16**—Distributor Rotor Assembly, without metal brush. For brush to fit this part see DD6.
- DD-16b**—Distributor Rotor Assembly, without metal brush, as used on Packard cars. Same as DD16 with exception of $\frac{1}{4}$ " hole in end.
- DD-18**—Metal Plunger Contact, with spring, to fit DD19, 20, 21, 22, 38, 39, 40, 52, 53 and 55 distributor head assemblies.
- DD-19**—Distributor Head Assembly, complete with metal plunger contact, four-cylinder. Early type. For plunger contact only to fit this part see DD18 or DD49.
- DD-23**—High Tension Terminal Nut Assembly, early type, to fit DD19 distributor head assembly.
- DD-29**—Rubber Insulating Washer, to fit terminals on DD20, 21 and 22 distributor head assemblies.
- DD-30**—Metal Plunger Contact, with spring, to fit early type distributor head assemblies.
- DD-37**—High Tension Terminal Nut Assembly, to fit DD38, 39 and 40 distributor head assemblies.
- DD-49**—Carbon Plunger Contact (metal cased), with spring, to fit DD19, 20, 21, 22, 38, 39, 40, 52, 53 and 55 distributor head assemblies.

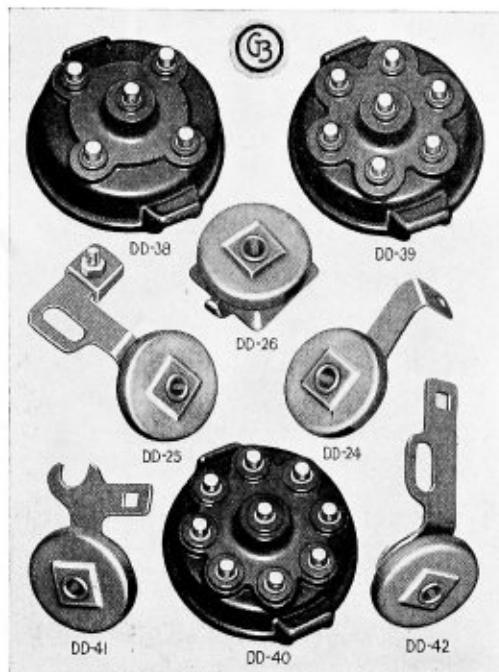


To Fit Delco Distributor

- DD-20**—Distributor Head Assembly, complete with metal plunger contact, four-cylinder. For plunger contact to fit this part see DD18 or 49.
- DD-21**—Distributor Head Assembly, complete with metal plunger contact, six-cylinder. For plunger contact to fit this part see DD18 or 49.
- DD-22**—Distributor Head Assembly, complete with metal plunger contact, eight-cylinder. For plunger contact to fit this part see DD18 or 49.
- DD-31**—Contact Arm Bracket Assembly, to fit the following cars:
- | | |
|-----------------------|-------------------------|
| Buick 1916-17. | Oakland 1916-17. |
| Cole 1916-17. | Olds 1916-17. |
| Davis 1916-17-18-19. | Pilot 1917-18-19-20. |
| Eclair 1916-17. | Paterson 1917-18-19-20. |
| GMC Truck 1917 to 20. | Premier 1917-18-19-20. |
| Moon 1916-17-18-19. | Stephens 1917-18-19. |
| Meteor 1916-17-18-19. | Wescott 1916-17-18-19. |
- DD-32**—Contact Arm Bracket Assembly, to fit Dodge 1917-18 and Nash 1917-18.
- DD-33**—Contact Arm Bracket Assembly, to fit Buick 1918-19-20.
- DD-34**—Metal Float Coupling, pack hardened. Used on Buick cars.
- DD-35**—Bronze Bushing (upper), graphite impregnated, to fit distributor cup assembly.
- DD-36**—Bronze Bushing (lower), graphite impregnated, to fit distributor cup assembly.



IGNITION PARTS—Continued



To Fit Delco Distributor

DD24—Resistance Unit Assembly, with cap and connector bracket. Six volt. Used on numerous cars from 1916 to 1920 inclusive.

DD25—Resistance Unit Assembly, with cap and left-angle connector bracket. Six volt. Used on Cadillac 1917-18-19, Essex 1919, Hudson 1917-18-19 and H. C. S. 1921-22.

DD26—Resistance Unit Assembly, with cap and square base. Six volt. Used on numerous cars from 1918 to 1923 inclusive.

DD38—Distributor Head Assembly, complete with metal plunger contact, four-cylinder. For plunger contact to fit this part see DD18 or 49.

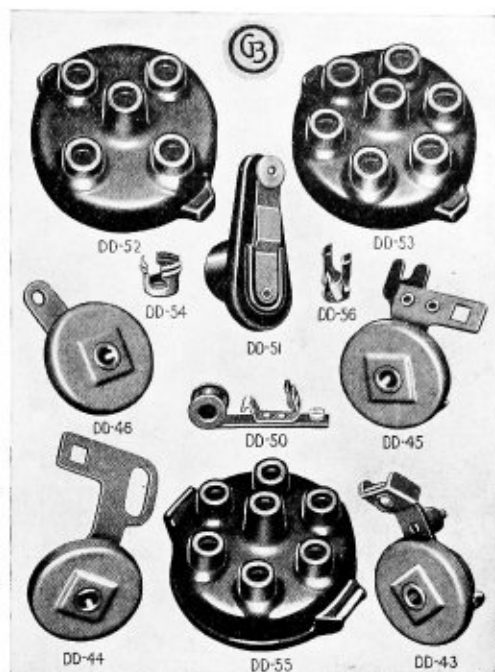
DD39—Distributor Head Assembly, complete with metal plunger contact, six-cylinder. For plunger contact to fit this part see DD18 or 49.

DD40—Distributor Head Assembly, complete with metal plunger contact, eight-cylinder. For plunger contact to fit this part see DD18 or 49.

DD41—Resistance Unit Assembly, with cap and connector bracket. Six volt. Used on Cunningham 1920-21-22, Daniels 1920-21-22, Hudson and Essex 1919 to 1922 inclusive.

DD42—Resistance Unit Assembly, with cap and long arm connector bracket. Six volt. Used on Cadillac 1920-21-22.

DD43—Resistance Unit Assembly, with cap and stud type connector bracket. Six volt. Used on Nash 1917-18 and National 1917-18-19.



To Fit Delco Distributor

DD44—Resistance Unit Assembly, with cap and right-angle connector bracket. Six volt. Used on Marmon 1920-21-22.

DD45—Resistance Unit Assembly, with cap and fibre insulated connector bracket. Six volt. Used on Cole 1920-21-22 and Oldsmobile 1920-21-22.

DD46—Resistance Unit Assembly, with cap and connector bracket. Six volt. Used on Pierce Arrow 1920-21-22.

DD50—Tungsten Pointed Contact Arm Assembly, to fit 1923 Buick cars and other late models. Used opposite DD1.

DD51—Distributor Rotor Assembly, four- and six-cylinder, as used on 1923 Buick cars. Used with DD52 and 53 distributor head assemblies.

DD52—Distributor Head Assembly, complete with carbon plunger contact (metal cased), four-cylinder, as used on Buick-Four 1922-23. For plunger contact to fit this part see DD18 or 49.

DD53—Distributor Head Assembly, complete with carbon plunger contact (metal cased), six-cylinder, as used on Buick-Six 1923. For plunger contact to fit this part see DD18 or 49.

DD54—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on DD52 and 53 distributor head assemblies.

DD55—Distributor Head Assembly, complete with metal plunger contact, six-cylinder, as used on Nash-Six, Packard-Six 1923 models. For plunger contact to fit this part see DD18 or 49.

DD56—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on DD55 distributor head assembly.



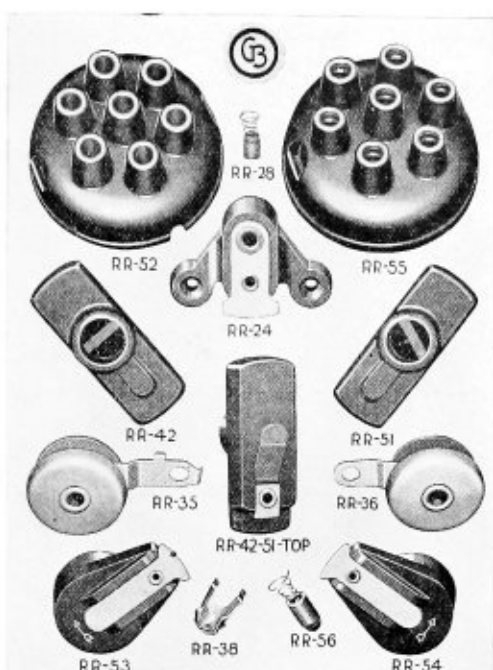
IGNITION PARTS—Continued



To Fit Remy Distributor

- *RR48**—Tension Coil Spring (heavy type), to fit RR7, 12, 20, 26, 49 and 50 breaker levers.
- *RR49**—Tungsten Pointed Circuit Breaker Lever, small point, to fit Model 606B and D ignition distributors only. Flat fibre type. Same as RR50 with exception of angle on fibre. Used opposite RR27 and 60. (See cut RR50.)
- *RR50**—Tungsten Pointed Circuit Breaker Lever, small point, to fit ignition distributor. Flat fibre type. Interchangeable with RR26. Used opposite RR27, 41 and 60.
- *RR60**—Tungsten Pointed Adjusting Screw, small point, to fit ignition distributor. Interchangeable with RR27. Used opposite RR26, 49 and 50.
- RR21**—Distributor Segment Assembly, to fit four-cylinder. (Metal rotor blade, is reversible for either right or left rotation). Used with RR30 distributor cap assembly.
- RR22**—Distributor Segment Assembly, to fit six-cylinder. (Metal rotor blade, is reversible for either right or left rotation). Used with RR31 distributor cap assembly.
- RR23**—Distributor Segment Assembly, to fit eight-cylinder. (Metal rotor blade, is reversible for either right or left rotation).
- RR29**—NOTE—A, B, E and F all constructed the same with the exception of timing pin hole. (See car guide before ordering).
- RR29a**—Distributor Segment Assembly, to fit four-cylinder tangential cam, clockwise. Used with RR33 distributor cap assembly.
- RR29b**—Distributor Segment Assembly, to fit four-cylinder standard cam or six-cylinder standard and tangential cams, clockwise. Used with RR33 and 34 distributor cap assemblies.
- RR29c**—Distributor Segment Assembly, to fit four-cylinder standard cam or six-cylinder standard and tangential cams, counter-clockwise. Used with RR33 and 34 distributor cap assemblies.
- RR29f**—Distributor Segment Assembly, to fit four-cylinder tangential cam, counter-clockwise. Used with RR33 distributor cap assembly.
- RR30**—Distributor Cap Assembly, screw terminal type, four-cylinder. For rotor to fit this part see RR21.
- RR31**—Distributor Cap Assembly, screw terminal type, six-cylinder. For rotor to fit this part see RR22.
- RR32**—High Tension Terminal Nut Assembly, brass, to fit RR30 and 31 distributor cap assemblies.

*For illustration see preceding cut.

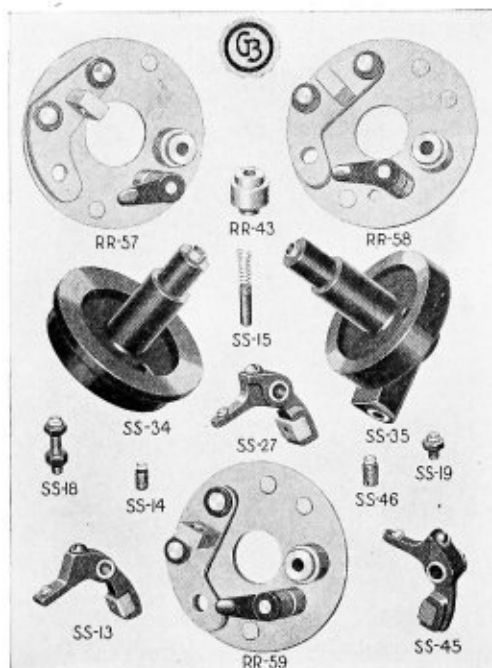


To Fit Remy Distributor

- RR24**—Distributor Brush Holder, to fit Studebaker 1914-15 and Reo 1915. For brush to fit this part see RR28.
- RR28**—Carbon Distributor Brush, with spring, to fit RR24 distributor brush holder.
- RR33**—Distributor Cap Assembly, plug terminal type, four-cylinder. For rotors to fit this part see RR29a or 29f.
- RR34**—Distributor Cap Assembly, plug terminal type, six-cylinder. For rotors to fit this part see RR29b or 29c.
- RR35**—Resistance Unit Assembly, with cap and long arm connector bracket. Six volt.
- RR36**—Resistance Unit Assembly, with cap and short arm connector bracket. Six volt.
- RR38**—Secondary Metal Slip Terminal Attachment, used to fasten cable in terminals on RR33, 34, 52 and 55 distributor cap assemblies.
- RR42**—Distributor Segment Assembly, six-cylinder, to fit 606A ignition distributor, counter-clockwise, as used on Studebaker-Light-Six 1920-21-22. Used with RR52 distributor cap assembly.
- RR51**—Distributor Segment Assembly, six-cylinder, to fit 606B, D and E ignition distributors, clockwise, as used on Oakland and Kissel 1922 models. Used with RR52 distributor cap assembly.
- RR52**—Distributor Cap Assembly, plug terminal type, six-cylinder, to fit 606A, B, D and E ignition distributors, as used on Studebaker-Light-Six 1920-21-22, Oakland 1922 and Kissel 1922. For rotors to fit this part see RR42 and 51.
- RR53**—Distributor Segment Assembly, six-cylinder, to fit 626B, D and E ignition distributors, clockwise, as used on Elgin, Kissel and Oakland, late 1922 and 1923 models. Used with RR55 distributor cap assembly.
- RR54**—Distributor Segment Assembly, six-cylinder, to fit 626A ignition distributor, counter-clockwise, as used on Studebaker-Light-Six, late 1922 and 1923. Used with RR55 distributor cap assembly.
- RR55**—Distributor Cap Assembly, plug terminal type, six-cylinder. Complete with carbon plunger contact (metal cased), to fit 626A, B, D and E ignition distributors, as used on Elgin, Kissel, Oakland and Studebaker-Light-Six, late 1922 and 1923 models. For plunger contact to fit this part see RR56. For rotors to fit this part see RR53 and 54.
- RR56**—Carbon Plunger Contact (metal cased), with spring, to fit RR55 distributor cap assembly.



IGNITION PARTS—Continued



To Fit Remy Distributor

RR-43—Bronze Bushing, to fit RR-57, 58 and 59 circuit breaker bases. Adaptable to stud on all circuit breaker levers.

RR-57—Circuit Breaker Base (grounded), without contacts and tension spring, to fit the following cars:
 Chevrolet 1917 to 22. Overland 1917 4- and 6-Cyl., 1920 4-Cyl.
 Jackson 1917 8-Cyl., 1919-20 6-Cyl.
 Olds Truck 1921 4-Cyl.

RR-58—Circuit Breaker Base (grounded), without contacts and tension spring, to fit the following cars:
 Auburn 1917 to 22 6-Cyl. Mitchell 1917 to 22 6-Cyl.
 Anderson 1920-21 6-Cyl. Oakland 1917 to 22.
 Chevrolet 1922 4-Cyl. Olds 1917 to 22.
 Com. Truck 1917-18-19. Paige 1913 6-Cyl.
 Chalmers 1917 to 22. Scripps-Booth 18 to 22 6-Cyl.
 Kissel 1917 to 21 6-Cyl. Service Truck 1921-22.
 McLaughlin 1917 to 21. Samson Tractor 1918.

RR-59—Circuit Breaker Base (grounded), without contacts and tension spring, to fit the following cars:
 Auburn 1916 4- and 6-Cyl., 1917 6-Cyl. Interstate Truck 1916-17 4-Cyl.
 Apperson 1915-16 4-Cyl., 1918-19 8-Cyl. Jackson 1917 8-Cyl.
 Chalmers 1916 6-Cyl. Paige 1915 6-Cyl.
 Haynes 1915 6-Cyl. Studebaker 1916-17-18 4- and 6-Cyl.

To Fit Simms Magneto

SS18—Platinum Pointed Contact Screw, long, to fit all types. Used opposite SS19.

SS19—Platinum Pointed Contact Screw, short, to fit all types. Used opposite SS18.

To Fit Splitdorf Magneto

SS13—Platinum Pointed Breaker Bar, to fit various Dixie Models. Used opposite SS14.

SS14—Platinum Pointed Contact Screw, to fit various Dixie Models. Used opposite SS13 and 27.

SS15—Carbon Distributor Brush, with spring, to fit SS34 and 35 distributor finger rotors.

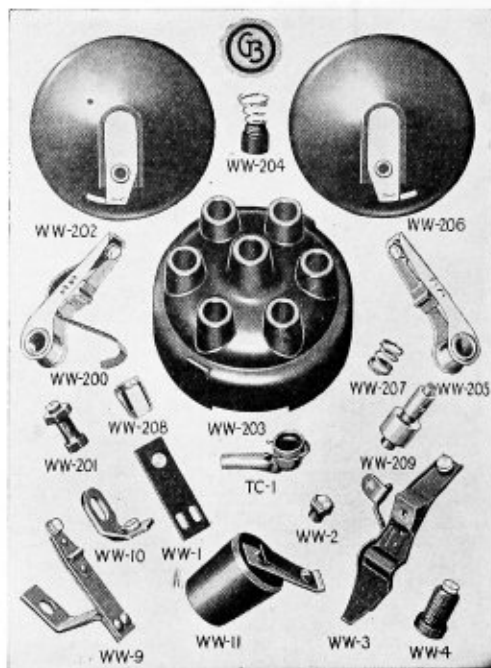
SS20—Platinum Pointed Breaker Bar, to fit Dixie Model 441 only. Used opposite SS21. (See cut SS45.)

SS21—Platinum Pointed Contact Screw, to fit Dixie Model 441 only. Used opposite SS20. (See cut SS46.)

SS27—Platinum Pointed Breaker Bar, to fit various Dixie Models. Used opposite SS14.

SS34—Distributor Disc, without carbon brush, to fit Dixie four-cylinder. For brush to fit this part see SS15.

SS35—Distributor Finger, without carbon brushes, to fit Dixie six-cylinder. For brushes to fit this part see SS15.



To Fit Splitdorf Magneto

Aero Models

SS45—Platinum Pointed Breaker Bar, to fit Aero Models. Used opposite SS46.

SS46—Platinum Pointed Contact Screw, to fit Aero Models. Used opposite SS45.

To Fit Wagner Distributor

WW200—Tungsten Pointed Breaker Lever, complete with tension spring, to fit all models except those designated after WW205. Used opposite WW201.

WW201—Tungsten Pointed Contact Screw, to fit all models. Used opposite WW200 and 205.

WW202—Revolving Distributor Disc Assembly, clockwise, four- and six-cylinder, as used on Nash cars.

WW203—Distributor Cover, complete with carbon plunger contact, to fit all six-cylinder cars. For plunger contact to fit this part see WW204. Used with WW202 and 206 distributor discs.

WW204—Carbon Plunger Contact, with spring, to fit WW203 distributor cover.

WW205—Tungsten Pointed Breaker Lever, same as WW200 except us a separate tension spring WW207, as used on early Wagner equipped Studebaker cars. Used opposite WW201.

WW206—Revolving Distributor Disc Assembly, counter-clockwise, six-cylinder, as used on Studebaker cars.

WW20—Tension Coil Spring, used with WW205 lever.

WW208—Secondary Met 1 Slip Terminal Attachment, used to fasten cable in terminals on WW203 cover.

WW209—Metal Breaker Lever Stud, complete with lubricating wick, to fit all Wagner breaker plates. Adaptable to WW200 and 205 breaker levers.

To Fit Westinghouse Distributor

Early Type

WW1—Platinum Pointed Contact Spring, to fit horizontal type. Used opposite WW2.

WW2—Platinum Pointed Contact Screw, to fit horizontal type. Used opposite WW1.

WW3—Platinum Pointed Interrupter Contact Arm, to fit vertical type. Used opposite WW4.

WW4—Platinum Pointed Interrupter Contact Screw, to fit vertical type. Used opposite WW3.

Late Type

WW9—Tungsten Pointed Interrupter Contact Arm, as used on Gardner car. Used opposite WW10.

WW10—Tungsten Pointed Stationary Contact, as used on Gardner car. Used opposite WW9.

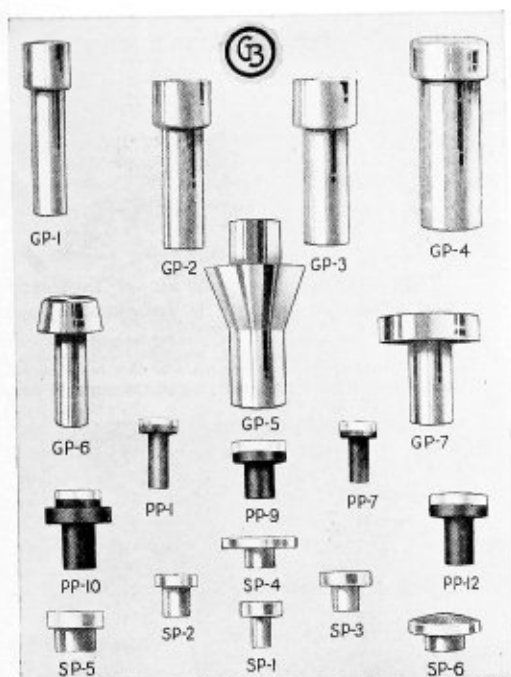
WW11—Distributor Rotor Assembly, as used on Gardner.

Miscellaneous

TC1—Spark Plug Terminal Clip, used to fasten spark plug cable to spark plugs on all Buick cars.



IGNITION PARTS—Continued



Contact Points

Enlarged 1 3/4 Times

Gilloid Igniter Points

For Make and Break Gas Engine Igniters

- GP1—Diameter of head 1/4", thickness 5/32"; length of shank 13/32", diameter .095".
 GP2—Diameter of head 11/64", thickness 5/32"; length of shank 13/32", diameter .120".
 GP3—Diameter of head 7/32", thickness 5/32"; length of shank 13/32", diameter .148".
 GP4—Diameter of head 1/4", thickness 1/4"; length of shank 1/2", diameter .203".
 GP5—Igniter Point, with special base. To fit Fairbanks-Morse Engine Models T & N.
 GP6—Igniter Point, to fit Fairbanks-Morse Engine 3 and 6 H. P. Model Z.
 GP7—Igniter Point, to fit Fairbanks-Morse Engine 3 to 15 plug.

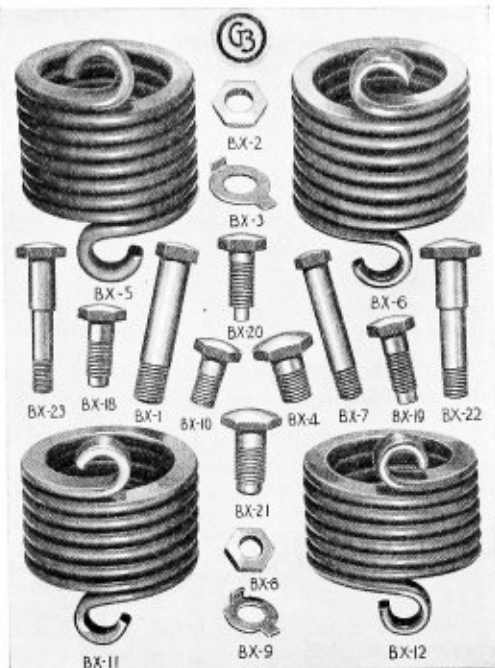
Iridio-Platinum Points

With Base Metal Stems

- PP1—Large Point, low tension. Practical size for repointing average contact part.
 PP7—Special Point, high tension. Used on SS13 and 27 breaker levers.
 PP9—Extra Large Point, high tension. Used on KK2 breaker lever and WW2 contact spring.
 PP10—Special Point, high tension. Used on EE21 breaker lever.
 PP12—Special Point, high tension. Used on SS45 breaker bar; also on special breaker bar to fit Dixie 235 Giant Oscillating Magneto.

Silver Relay Points

- SP1—Diameter of head .125, thickness .038; length of shank .100, diameter .065.
 SP2—Diameter of head .125, thickness .032; length of shank .105, diameter .100.
 SP3—Diameter of head .187, thickness .045; length of shank .105, diameter .095.
 SP4—Diameter of head .250, thickness .035; length of shank .065, diameter .095.
 SP5—Diameter of head .187, thickness .050; length of shank .075, diameter .125.
 SP6—Diameter of head .250, thickness .060; length of shank .075, diameter .125.



To Fit Bendix Drive

- BX1—Spring Bolt, to fit large hollow type drive.
 BX2—Spring Bolt Nut, to fit BX1.
 BX3—Lock Washer, to fit BX1 and BX4.
 BX4—Spring Screw, to fit large hollow type drive.
 BX5—Driving Spring (Right Hand), to fit large hollow type drive. Eight coil spring.
 BX6—Driving Spring (Left Hand), to fit large hollow type drive. Eight coil spring.
 BX7—Spring Bolt, to fit small hollow type drive.
 BX8—Spring Bolt Nut, to fit BX7.
 BX9—Lock Washer, to fit BX7 and BX10.
 BX10—Spring Screw, to fit small hollow type drive.
 BX11—Driving Spring (Right Hand), to fit small hollow type drive. Seven coil spring.
 BX12—Driving Spring (Left Hand), to fit small hollow type drive. Seven coil spring.
 BX14—Driving Spring, extra heavy. (Right Hand). To fit large hollow type drive. Eight coil spring. (See cut BX5).
 BX15—Driving Spring, extra heavy. (Left Hand). To fit large hollow type drive. Eight coil spring. (See cut BX6).
 BX16—Driving Spring, extra heavy. (Right Hand). To fit small hollow type drive. Seven coil spring. (See cut BX11).
 BX17—Driving Spring, extra heavy. (Left Hand). To fit small hollow type drive. Seven coil spring. (See cut BX12).
 BX18—Spring Bolt, 15/16" long 1/4" tip dia. To fit small hollow type drive.
 BX19—Spring Bolt, 1" long 1/4" tip dia. To fit small hollow type drives using extra heavy springs.
 BX20—Spring Bolt, 1" long 3/16" tip dia. To fit Ford Bendix drive.
 BX21—Spring Bolt, 15/16" long 5/16" tip dia. To fit special large hollow type drive.
 BX22—Spring Bolt, special, with shoulder. To fit large hollow type drive.
 BX23—Spring Bolt, special, with shoulder. To fit small hollow type drive.
 BX30—Ford Driving Spring (Left Hand), to fit Ford Bendix drive. (See cut BX12).



IGNITION PARTS—Continued

Ignition Assortments



CA 1

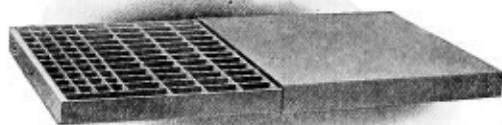
Cabinet Assortment No. 1

Contains Ignition Replacement Parts.

The Cabinet illustrated above is constructed of solid oak. The drawer has sixty-seven separate compartments. Each partition is removable and is numbered to correspond to our regular code.

The assortment consists of a complete variety of the popular ignition replacement parts comprising breaker arms, contact screws, distributor rotors, wrenches, etc., which are in popular demand. The assortment consists of approximately 110 parts and lists for about \$70.00.

No. CA1, assortment complete.....\$75.00
No. CA1E, cabinet empty, 21 lbs..... 15.00
Dimensions, 16½"x15"x3¼".



CA 10

Cabinet Assortment No. 10

Contains Ignition and Bendix Replacement Parts

The cabinet illustrated above is constructed of exceptionally heavy gauge steel; all joints electrically welded; very rugged construction throughout. The finish inside and out is of an olive green baked enamel, giving an absolute wear-proof surface.

The drawer is divided into 96 separate compartments of different sizes to accommodate ignition parts of all kinds and in sufficiently large quantities to meet the needs of the large ignition house. The bottoms of the compartments are so rounded that the contents are easily removed. All partitions are supplied with detachable metal clips and are numbered to correspond to our regular code.

This assortment consists of approximately 185 parts, comprising breaker bars, contact screws, distributor rotors, resistance units, wrenches, and a good supply of bolts and washers for the Bendix Drive, and lists for about \$100.00.

This assortment is an asset to any dealer as he has on hand ignition replacement parts to fit all ignition systems, and is so conveniently arranged that he can determine at a glance what parts need replenishing.

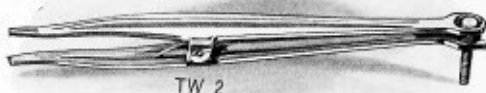
Code	Shipping Weight	Dimensions
CA10 — Assortment Complete		
CA10E—Cabinet empty	28 lbs.	15¾"x16¼"x1¾"

Bendix Nut Holder



G858, each\$2.50

Ignition Wrenches



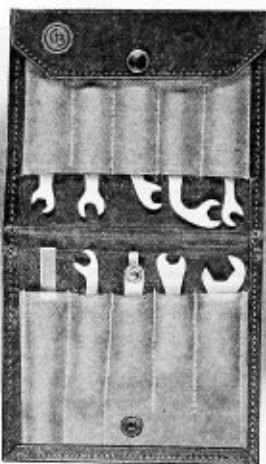
TW 2

TW2—Ignition Contact Screw Tweezers

Used to hold contact screw in position while applying wrench to start screw into contact block.

These tweezers are especially adaptable to Bosch and North East battery distributors and also other ignition systems where contact screws are more or less inaccessible.

Can supply display card carrying six tweezers if desired.



WK 1

WK1—Ignition Wrench Kit—Pocket Size

The above kit fulfills the average demand for wrenches to fit all of the popular magnetos and battery distributors. The set consists of eight wrenches, a midget contact point file and a spacing gauge complete with reliable chart showing spacings of contact points on all popular magnetos and distributors. The case is substantially made of an excellent grade of fabricoid and folds to convenient pocket size.



WK 2

WK2—Ignition Wrench Kit

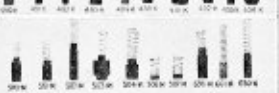
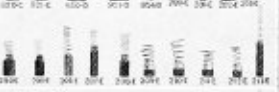
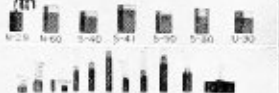
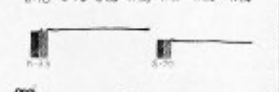
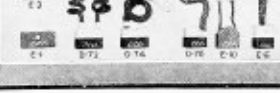
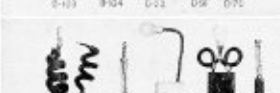
The set of wrenches illustrated above is designed to fill every adjustment demand in the way of ignition service. This set is complete in every detail and consists of magneto and distributor wrenches to fit every type of ignition apparatus. The case is lined with the best quality of cloth and each article is recessed in place securely. The outer covering of case is of the highest quality of fabricoid.

Code	Net Weight	Dimensions
WK2	15 lbs.	19"



IGNITION PARTS—Continued

Columbia Pyramid Automotive Brushes





IGNITION PARTS—Continued

Columbia Pyramid Brush Specifications for 1919 Automobiles

Car and Model	Generator		Motor		Car and Model	Generator		Motor		Car and Model	Generator		Motor	
	Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.
ALLEN Series 41 Late	E-3 E-9 E-9-C	2 2 1	E-2	4	DIXIE FLYER D-45 D-45-C	2 1	D-49 (M-G) N-22 N-22-C	2 2 1	LOCOMOBILE 38, 48	W-64 W-64-C	2 1	W-62	4	
AMERICAN B	W-64 W-64-C	2 1	W-65	4	DODGE 6-80	W-64 W-64-C	2 1	W-55	4	MADISON	R-16 R-16-C	2 1	R-18	4
AMERICAN BEAUTY G-22 G-24-C G-19	2 2 3	G-23 G-25	2 4	DORT 15	W-64 W-64-C	2 1	W-65	4	MAIBOHM	W-10	3	W-6	4	
Late ANDERSON 400-A-E 400-G	W-64 W-64-C	2 1	W-65	4	ELCAR 4	D-45 D-45-C	2 1	D-49	2	MARMON 34	B-3	2	B-17	4
APPERSON 8-18	B-9 B-9-C	2 1	B-10	4	ECONOMY 6-46	D-45 D-45-C	2 1	D-49	2	MAXWELL	(M-G) S-1 E-9 E-9-C S-2 S-2-C	1 2 2 1	S-3	4
AUBURN 6-39 K 6-39 H	R-16 R-16-C	2 1	R-18	4	ELGIN Series H ESSEX A	W-10 D-4 D-4-C	3 2 1	W-6 D-11	4	McFARLAN	W-64 W-64-C	2 1	W-62	4
AUSTIN	D-28 D-20	2 1	D-104	4	FIAT	W-54	2	W-55	4	MERCER Series 4	W-64 W-64-C	2 1	W-62	4
BELL	D-45 D-45-C	2 1	D-49	2	FORD T Liberty FRANKLIN	L-30 L-30-C	2 1	L-31	4	MERCURY	D-28 D-20	2 1	D-104	4
BIDDLE H	G-22 G-24-C G-19	2 1 3	G-23 G-25	4	F. R. P. 45	A-38	2	A-39	2	MITCHELL	R-16 R-16-C	2 1	R-18	4
Late BRISCOE B-24	E-4 E-7 E-9 E-9-C	2 1 2 1	E-2	4	GLIDE 40	W-64 W-64-C	2 1	W-65	4	MOLINE-KNIGHT L. G. MONITOR M & O	D-45 D-45-C	2 1	D-49	2
BUICK H-6-44-47 H-6-49-50	D-6 D-101-C	2 1	D-8 D-23	1	GRANT	W-5	3	W-8	2	MOON 6-35 6-66	W-10 D-28 D-20	3 2 1	W-6 D-104	4
CADILLAC 57	D-13 D-20	2 1	D-14	2	HALLADAY	W-53-T	2	W-44 W-44-L	2	MOORE 30-C	E-4 E-7 E-9 E-9-C	2 1 2 1	E-2 E-10	4
CASE U	W-64 W-64-C	2 1	W-62	4	HARROUN	R-16 R-16-C	2 1	R-18	4	MURRAY	W-64 W-64-C	2 1	W-55	4
CHALMERS	E-9 E-9-C	2 1	E-10	4	HARVARD 4-20	W-10	3	W-6	4	NAPOLION	D-45 D-45-C	2 1	D-49	2
CHANDLER	W-64 W-64-C	2 1	W-65	4	HATFIELD Small Large	D-59 D-45 D-45-C	2 2 1	D-58 D-49	2	NASH Early	D-28 D-20 W-10	2 1 3	D-104 W-11	4
CHEVROLET	E-4 E-7	2 1	E-2	4	HAYNES	L-7 L-3-C	2 1	L-5	2	NASH TRUCK	E-9 E-9-C	2 1	E-10	4
CLEVELAND Early	G-19 G-24-C	2 1	G-23	2	HOLLIER	(M-G) A-30	4			NATIONAL 12, AK	B-9 B-9-C	2 1	B-15	4
Late COLE AERO 870	G-19 D-28 D-20	3 2 1	G-25	4	HOLMES	(M-G) D-43 D-43-C	2 2			NELSON 4-29	B-9 B-9-C	2 1	B-10	4
COLUMBIA CD & CS	D-28 R-21 E-9 E-9-C	2 2 2 1	D-104 R-22 E-10	4	HUDSON	D-13 D-20	2 1	D-14	2	NOMA	D-28 D-20	2 1	D-104	4
COMET C-31	D-45 D-45-C	2 1	D-49	2	HUPMOBILE N	B-9 B-9-C	2 1	B-10	4	OAKLAND 34-B	R-16 R-16-C	2 1	R-18	4
COMMONWEALTH	D-45 D-45-C	2 1	D-49	2	JACKSON 349 Late	E-7 E-9 E-9-C	2 2 1	E-2 E-10	4	OLDSMOBILE 45-A 37 Early	R-16 R-16-C	2 1	R-18	4
CROW-ELKHART	D-45 D-45-C	2 1	D-49	2	JORDAN	B-9 B-9-C	2 1	B-10	4	OLYMPIAN 45	E-4 E-7 E-9 E-9-C	2 1 2 1	E-2 E-10	4
CUNNINGHAM V-3	W-64 W-64-C	2 1	W-55	4	KING F	B-9 B-9-C	2 1	B-10	4	OVERLAND 90	E-4 E-7 E-9 E-9-C	2 1 2 1	E-2 E-10	4
DANIELS B	W-64 W-64-C	2 1	W-55	4	KISSEL KAR	R-6 R-6-C	2 1	R-18	4	PACKARD 2-25, 3-35	B-3	2	B-1	4
DAVIS J	D-28 D-20	2 1	D-104	4	LAUREL	D-59	2	D-58	2					
DISBROW	L-7 L-3-C	2 1	L-5	2	LEXINGTON R-19	W-64 W-64-C	2 1	W-65	4					
DISPATCH	(M-G) U-5	8			LIBERTY 10-B	D-28 D-20	2 1	D-104	4					

(M-G)—Motor Generator. (S-C)—Switch Control.



IGNITION PARTS—Continued

Columbia Pyramid Brush Specifications for 1919 Automobiles—Continued

Car and Model	Generator		Motor		Car and Model	Generator		Motor		Car and Model	Generator		Motor	
	Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.
PAIGE 6-55	R-16	2			REO	R-16	2			STUDEBAKER	W-3	3	W-6	4
6-39	R-16-C	1	R-18	4		R-16-C	1	R-15	4	STUTZ				
	G-22	3	G-25	4		N-22	2			G	R-1-T	2	R-17	4
PATERSON						N-22-C	1	N-23	2	TEMPER				
	D-28	2			REVERE	N-22	2			445	R-16	2		
	D-20	1	D-104	4		N-22-C	1	N-23	2		R-16-C	1	R-18	4
PEERLESS					ROAMER						B-9	2	B-10	4
	E-4	2			6-54	B-9	2			VELIE				
	E-7	1	E-2	4		B-9-C	1	B-10	4	38, 39	R-6	2	R-15	2
PHIAXNA					SAXON						R-6-C	1	R-15-T	2
	R-21	2	R-22	4	SAYERS	W-10	3	W-6	4	Late	B-9	2	B-10	4
PIEDMONT					6	D-28	2				B-9-C	1		
	N-30					D-20	1	D-104	4	VERNON				
	D-45	2			SCRIPPS-BOOTH					149, 819	R-21	2	R-22	4
	D-45-C	1	D-49		6-39	R-16	2			WESTCOTT				
PENNSYLVANIA						R-16-C	1	R-18	4	S-18A	D-28	2		
18					SENECA						D-20	1	D-104	4
	D-45-C	1	D-49	22						WHITE				
PIERCE-ARROW					STANDARD	(M-G) A-2-T	4				L-7	2	L-5	2
38-C-4					G						L-3-C	1		
48-B-4						W-64	2			WILLYS-KNIGHT				
66-A-4						W-64-C	1	W-55	4	88-4			E-1	4
48-B-5	W-54	2	W-62	4	STEARNS					84	E-3	2	E-1	4
PILOT					SK-L4	R-16	2			86	E-3	2	E-2	4
6-45	D-28	2				R-16-C	1	R-18	4	Late	E-9	2		
	D-20	1	D-104	4		W-64	2	W-65	4		E-9-C	1	E-10	4
PREMIER					STEPHENS					WINTON				
6-C	D-28	2			74-76	D-28	2				B-6	2	B-11-L	1
	D-20	1	D-104	4		D-20	1	D-104	4				B-11-R	1

Columbia Pyramid Brush Specifications for 1920 Automobiles

ACME TRUCK B & F	G-26	3	G-25	4	BREWSTER	(M-G) U-5	8	COMMERCE TRUCK E, EP	B-9	2	None		
ALLEN 43	E-9	2			BRISCOE 4-34	E-9	2		B-9-C	1			
	E-9-C	1	E-10	4		E-9-C	1	E-10					
Late 43	W-64	2			BUICK	D-6	2	D-8					
	W-64-C	1	W-66	4	K-Series	D-101-C	1	D-23					
ALSACE					BUSH								
	D-45	2				D-45	2						
	D-45-C	1	D-49	2		D-45-C	1	D-49					
AMERICAN B	W-64	2			CADILLAC 59	D-12-C	3	D-11					
	W-64-C	1	W-65	4	CARROLL								
ANDERSON						B-9	2	B-10					
7-R	R-16	2	R-30	2		B-9-C	1						
5-R	R-16-C	1	R-30-T	2	CASE V	W-64	2	W-55					
APEX TRUCK 1 & 1 1/2 Ton	E-3	2	None			W-64-C	1						
APPERSON 8-20, Anni- sary	B-9	2			CHALMERS 35-C, 35-B	E-9	2	E-10					
	B-9-C	1	B-10	4		E-9-C	1						
ATTERBURY TRUCK 8-E	D-28	2	None		CHAMPION 5-4	D-45	2	D-49					
	D-20	1				D-45-C	1						
AUBURN					CHANDLER	G-26	3	G-25					
H, K, R, S	R-16	2			CHEVROLET								
W Motor	R-16-C	1	R-18	4	4-90, FB	R-16	2	R-30					
H, K, R, S	R-31	3	R-30	2		R-16-C	1	R-30-T					
R Motor			R-30-T	2		E-4	2						
						E-7	1	E-2					
AUSTIN 12	D-28	2			CLEVELAND 40	G-26	3	G-25					
	D-20	1	D-104	4									
BEGGS 6	E-9	2			COLE								
	E-9-C	1	E-10	4	8-70, etc.	D-28	2	D-104					
BETHLEHEM TRUCK DG, EH, FJ	G-26	3	G-25	4		D-20	1						
BIDDLE B	G-22	2			COLONIAL 35	(M-G) A-2-T	4						
	G-24-C	1	G-23	2									
BIRCH Super 4	D-45	2			COLUMBIA Series 20	E-9	2	E-10					
	D-45-C	1	D-49	2		E-9-C	1						
					COMET C-53	W-14	3	W-11					

(M-G)—Motor Generator. (S-C)—Switch Control.



IGNITION PARTS—Continued

Columbia Pyramid Brush Specifications for 1920 Automobiles—Continued

Car and Model	Generator		Motor		Car and Model	Generator		Motor		Car and Model	Generator		Motor	
	Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.
ELCAR D, G, H, K	D-28	2			KALAMAZOO TRUCK G, H, K	D-45	2			OLDSMOBILE 37-B	R-16	2	R-30	2
	D-20	1	D-104	4		D-45-C	1	D-49	2		R-16-C	1	R-30-T	2
ELGIN K	W-14	3	W-6	4	KING H	W-64	2			47-B	D-28	2		
ERIE						W-64-C	1	W-65	4		D-20	1	D-104	4
	D-45	2			KISSEL 45	R-16	2			OVERLAND 4	E-9	2		
ESSEX 5A, 6A	D-45-C	1	D-46	2		R-16-C	1	R-18	4		E-9-C	1	E-10	4
	D-4	2			KLINE 6-55-J	W-5	3	W-6	4	OWEN MAGNETIC W-42	O-1	6	O-2	4
FERGUS	D-4-C	1	D-11	4							O-3	4		
	B-9	2			LAFAYETTE					PACKARD 325, 335	B-3	2	B-10	4
FERRIS	B-9-C	1	B-10	4		D-12-C	3	D-11	4	PAIGE 6-42, 6-55	G-26	3	G-25	4
	L-7	2			LAUREL 35	D-59	2	D-58	2	PATERSON 6-47	D-28	2		
FIAT 501 505	L-3-C	1	L-5	2	LEXINGTON S	G-26	3	G-25	4		D-20	1	D-104	4
	W-54	2	W-55	4	LIBERTY 10-A, B, C	W-14	3	W-6	4	PEERLESS Series 6	E-4	2		
	A-60	2	A-61	4	LOCOMOBILE Series 5	W-64	2	W-44	4		E-7	1	E-2	4
FORD T	A-60-C	1				W-64-C	1			PIERCE-ARROW 51, 51	W-64	4	W-44	4
	L-30	2	L-31	4	MACK TRUCK L-7					PILOT 6-45	D-28	2		
	L-30-C	1				L-3-C	1	L-5	2		D-20	1	D-104	4
	F-2	2			MAIBOHN B	B-19	2	B-16	4	PREMIER D	D-28	2	D-104	4
	F-2-C	1	F-1	4		B-19-C	1				D-20	1		
F. R. P. 45	A-38	2	A-39	2	MARMON 6-34					REO T-6, U-6	N-25	3	N-23	4
FRANKLIN 9-B	(M-G) D-43	2	D-43-C	2		D-12-C	3	D-104	4	F (Speed Wagon)	R-16	2	R-30-M	2
					MARSH "FOUR"	W-67	2				R-16-C	1	R-30-TM	2
GARDNER	W-64	2				W-67-C	1	W-65	4	ROAMER C-6, 54				
	W-64-C	1	W-65	4	MARSHALL K	D-45	2			(Early)	B-9	2		
GERONIMO	D-45	2				D-45-C	1	D-49	2	(Late)	W-64	2	B-10	4
	D-45-C	1	D-49	2	MAXWELL 25	S-2	2				W-64-C	1	W-55	4
GLIDE	D-28	2			Truck	S-2-C	1	S-3	4	R. & V. KNIGHT 31, 51	W-5	3	W-13	4
	D-20	1	D-104	4		E-9	2			Late	W-5	3	W-11	4
GRANT SIX HX	B-19	2				E-9-C	1	E-10	4	SAXON	W-10	3	W-6	4
	B-19-C	1	B-16	4		(M-G) S-1	1				(M-G) S-1	1		
H	W-5	3	W-8	4	McFARLAN 127	W-64	2	W-62	4	SCRIPPS-BOOTH B	R-16	2	R-30	2
HAL-FUR TRUCK	W-64	2				W-64-C	1				R-16-C	1	R-30-T	2
	W-64-C	1	W-65	4	MERCER Series 5	W-64	2	W-44	4	SELDEN TRUCK 1	W-64	2		
HALLADAY 22	W-53-T	2	W-44	2		W-64-C	1			STANDARD 8	W-64	2	N-23	4
			W-44-L	2	METZ Six	W-64	2			STEARN	L-4	W-64	2	
HARROUN A-A-2	R-16	2				W-64-C	1	W-65	4		W-64-C	1	W-65	4
	R-16-C	1	R-18	4	MITCHELL F-40	R-16	2	R-30	2	STEPHENS Series 84	E-9	2		
HARVARD 4-20	W-10	3	W-6	4		R-16-C	1	R-30-T	2		E-9-C	1	E-10	4
HATFIELD A-42	D-45	2			M	D-45	2			STEPHENS-DURYEA W-64	4	W-65	4	
	D-45-C	1	D-49	2	MONITOR	D-45-C	1	D-49	2	(Horizontal Generator)	W-14	3	W-6	4
HAYNES 46	L-7	2			MONROE	E-4	2			STUTZ Series H	R-1-T	2		
	L-3-C	1	L-5	2		E-7	1	E-2	4		R-13-C	1	R-17	4
H.C.S. SPECIAL	D-4	2			MOON 6-48	D-4	2			TEMPLAR A-4-45	B-9	2		
	D-4-C	1	D-104	4		D-4-C	1	D-104	4	(Early)	B-9-C	1	B-10	4
HOLLIER 206-B	W-64	2	W-55	4	MOORE 30	E-4	2				B-19	2		
	W-64-C	1				E-7	1	E-2	4	(Late)	B-19-C	1	B-10	4
HOLMES	(M-G) D-43	2			NASH 6-87	W-12	3	W-13	4	VELIE 6-48	B-9	2		
HUDSON Series O	D-13	2			Late	W-14	3	W-11	4		B-9-C	1	B-10	4
	D-20	1	D-14	2	NATIONAL BB Sextette	W-64	2	W-55	4	Late 6-48	B-19	2	B-10	4
HUFFMAN W	D-45	2				W-64-C	1			6-34	W-64	2		
	D-45-C	1	D-49	2	NELSON D	(M-G) U-5	8				W-64-C	1	W-65	4
HUPMOBILE R	W-64	2			NOMA 1-B	D-28	2	D-104	4	WESCOTT C-48	D-4	2		
	W-64-C	1	W-65	4		D-20	1				D-4-C	1	D-104	4
JACKSON 6-38	E-4	2			NORWALK 4-40	D-45	2	D-46	2	WILLIS KNIGHT Series 20	E-9	2		
	E-7	1	E-2	4		D-45-C	1				E-9-C	1	E-10	4
JONES 28	E-4	2			OAKLAND 34-C	R-16	2	R-30-M	2	WINTON 25	B-6	2	B-11-L H	2
	E-7	1	E-2	4		R-16-C	1	R-30-T M	2				B-11-R H	2
JORDAN M	D-4	2												
	D-4-C	1	D-104	4										
F	B-9	2												
	B-9-C	1	B-10	4										

(M-G)—Motor Generator, (S-C)—Switch Control.



IGNITION PARTS—Continued

Columbia Pyramid Brush Specifications for 1921 Automobiles

Car and Model	Generator		Motor		Car and Model	Generator		Motor		Car and Model	Generator		Motor	
	Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.
ACE G. L.	E-9 E-9-C	2 1	E-10	4	COLUMBIA C	E-9 E-9-C	2 1	E-10	4	GERONIMO	D-45 D-45-C	2 1	D-46	2
ACME	G-26	3	G-25	4	COMET	6-C-53	3	W-11	4	GLOBE	B-10 D-4 D-4-C	2 1	D-104	4
ALLEN 43	W-67 W-67-C	2 1	W-66	4	COMMONWEALTH 45	D-45 D-45-C	2 1	D-46	2	GRAN H. X.	B-19 B-19-C	2 1	B-16	4
AKRON MULTI TRUCK	W-64 W-64-C	2 1	W-65	4	CRAWFORD 21, 6, 40	W-64 W-64-C	2 1	W-55	4	G. M. C. TRUCKS	1 Ton L-16 2-3 1/2-5 Tons R-31	3	R-30 R-30-T	2 2
AMBASSADORE	W-64 W-64-C	2 1	W-65	4	CROW ELKHART	L-65 D-45	2 1	D-46	2	HANDLEY KNIGHT	E-9 E-9-C	2 1	E-10	4
AMERICAN C. D. G.	G-26	3	G-25	4	CUNNINGHAM	D-12-C	3	D-104	4	HANSON 54	D-4 D-4-C	2 1	D-104	4
ANDERSON S-30	R-31	3	R-30 R-30-T	2 2	DANIELS D	D-4 D-4-C	2 1	D-11	4	HARVARD	D-45 D-45-C	2 1	D-46	2
APPERSON 8-20	B-9 B-9-C	2 1	B-10	4	DAVIS 51	D-4 D-4-C	2 1	D-104	4	HATFIELD A, 42	D-45 D-45-C	2 1	D-46	2
APEX TRUCK	E-3	2	None		DSPATCH G	(MG)		U-5	8	HAYNES 47, 48, 50	L-7 L-3-C	2 1	L-5	2
ARGONNE D	W-64 W-64-C	2 1	W-65	4	DIXIE FLYER H-S 70	D-45 D-45-C	2 1	D-46	2	HOLLIER 206-B	W-64 W-64-C	2 1	W-65	4
ATTERBURY TRUCK	D-28 D-20	2 1	None		DODGE	(MG)		N-22 N-22-C	2 1	HOLMES	(MG)		D-45 D-45-C	2 2
AUBURN 6-39 H. & K.	R-31	3	R-30 R-30-T	2 2	DORRIS 6-80	W-64 W-64-C	2 1	W-65	4	H. C. S.	D-4 D-4-C	2 1	D-104	4
AUSTIN 12	D-4 D-4-C	2 1	D-104	4	DORT	W-67 W-67-C	2 1	W-66	4	HUDSON Super Six	D-13 D-20	2 1	D-14	4
AVERY TRUCK 1 Ton	W-64 W-64-C	2 1	W-65	4	DUPONT A	W-64 W-64-C	2 1	W-65	4	HUFFMAN	D-45 D-45-C	2 1	D-46	2
BEGGS 6	E-9 E-9-C	2 1	E-10	4	DUESENBURG 8-Straight Motor	D-12-C	3	D-104	4	HUPMOBILE R	W-64 W-64-C	2 1	W-66	4
BELL 18	E-9 E-9-C	2 1	E-10	4	Motor 8-V-Type Motor	W-64 W-64-C	2 1	W-44	4	JACKSON 6-38	E-9 E-9-C	2 1	E-10	4
BETHLEHEM TRUCK	G-26	3	C-25	4	ECONOMY V	E-9 E-9-C	2 1	E-10	4	JONES B-28	E-9 E-9-C	2 1	E-10	4
BIDDLE B-1	G-26	3	G-25	4	ELCAR D-4 D-6	D-4 D-4-C	2 1	D-104	4	JORDON F, M	D-4 D-4-C	2 1	D-104	4
BIRCH 45-5 & 6 Cyl.	D-45 D-45-C	2 1	D-46	2	ELGIN K	W-64 W-64-C	2 1	W-65	4	KENWORTHY 4-6	W-64 W-64-C	2 1	W-65	4
BREWSTER 8 Cyl.	(M.G.)		A-2-T	4	ERIE	D-45 D-45-C	2 1	D-46	2	KING H	W-64 W-64-C	2 1	W-65	4
BRISCOE 91	(M.G.)		U-5	8	ESSEX A	D-4 D-4-C	2 1	D-11	4	KISSEL D, B-6	R-16 R-16-C	2 1	R-18	4
BUICK Series-21	E-9 E-9-C	2 1	E-10	4	FERGUS	B-19 B-19-C	2 1	B-10	4	KLINE KAR 6-35	W-5	3	W-6	4
BUSH	D-6 D-101-C	2 1	D-8 D-23	1 1	FERRIS C-20	L-7 L-3-C	2 1	L-5	2	KURTZ	W-64 W-64-C	2 1	W-65	4
CADILLAC 59	D-45 D-45-C	2 1	D-46	2	FREMONT 6	B-19 B-19-C	2 1	B-16	4	LAFAYETTE 134	D-12-C	3	D-11	4
CARROLL 6-C	B-19 B-19-C	2 1	B-10	4	FORD T	F-2 F-2-C L-30 L-30-C	2 2 2 1	F-4	4	LEACH 20, A, B, C	D-4 D-4-C	2 1	D-11	4
CASE 5	W-64 W-64-C	2 1	W-65	4	FRANKLIN 9-B	(MG)		D-43 D-43-C	2 2	LINGTON S, T	G-26	3	G-25	4
CHALMERS 35-B, C	E-9 E-9-C	2 1	E-10	4	FRIEND	D-45 D-45-C	2 1	D-46	2	LIBERTY 10, C	W-14	3	W-6	4
CHAMPION C-4	D-45 D-45-C	2 1	D-46	2	GARDNER G	W-67 W-67-C	2 1	W-66	4	LINCOLN	D-12-C	3	D-11	4
CHANDLER	G-26	3	G-25	4						LOCOMOBILE 48-VII	W-64 W-64-C	2 1	W-44	4
CHEVROLET F, B 4-90	E-4 E-7	2 1	E-2	4						LUVERNE TRUCK AL	E-9 E-9-C	2 1	E-10	4
CLEVELAND 40	G-26	3	G-25	4										
COLE 8-70	D-28 D-20	2 1	D-104	4										



IGNITION PARTS—Continued

Columbia Pyramid Brush Specifications for 1921 Automobiles—Continued

Car and Model	Generator		Motor		Car and Model	Generator		Motor		Car and Model	Generator		Motor			
	Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		
LORRAINE T	W-64 W-64-C	2 1	W-65	4	OVERLAND 4	E-9 E-9-C	2 1	E-10	4	STEARNS SK-L4	W-64 W-64-C	2 1	W-65	4		
MAIBOHM B	B-19 B-19-C	2 1	B-16	4	PACKARD 6	A-62 A-62-C	2 1	A-63	4	STERLING KNIGHT W-64 W-64-C	2 1	W-44	4			
MARMON 34	D-12-C	3	D-11	4	PAIGE 12	B-3	2	B-10	4	STEPHENS 86-90	E-9 E-9-C	2 1	E-10	4		
MARSHALL D-45 D-45-C	2 1	D-46	2	PARAGON 412	R-31 O-20 O-20-C	3 2 1	G-25	4	STEVENS DURYEA W-64 W-64-C	2 1	W-44	4				
MAXWELL 25	S-2 S-2-C	2 1	S-3	4	PARENTI B-19 B-19-C	2 1	O-21 O-22	2	STUDEBAKER E Light Six Where Remy System Used Light Six Where Wagner System Used	W-14	3	W-6	4			
McFARLAN 145, 147	W-64 W-64-C	2 1	W-44	4	PAN AMERICAN W-64 W-64-C	2 1	W-55	4	TEXAN A, B	B-19 B-19-C	2 1	B-10	4			
MERCER Series-3	W-64 W-64-C	2	W-44	4	PATTERSON 6-50	D-4 D-4-C	2 1	D-104	4	TITAN TRUCK W-64 W-64-C	2 1	None				
MERCEDES B-71 B-71-C	2 1	B-72	4	PEERLESS Series-7	E-4 E-7	2 1	E-2	4	TULSA E-1, 2, 3	D-45 D-45-C	2 1	D-46	2			
METEOR R	W-64 W-64-C	2 1	W-44	4	PIEDMONT 4-30	D-45 D-45-C	2 1	D-46	2	TWIN CITY TRUCK 2-3½ Ton	E-30 E-30-C	2 1	None			
METZ M-6	G-26	3	G-25	4	PIERCE ARROW 6-40	R-31	3	R-30 R-30-T	2 2	VELIE 34	W-64 W-64-C	2 1	W-65	4		
MITCHELL F-40, 42	R-31	3	R-30-M R-30-TM	2 2	PILOT 6-45	B-19 B-19-C	2 1	B-10	4	VICTORY V	A-62 A-62-C	2 1	A-63	4		
MONITOR Series-3	D-45 D-45-C	2 1	D-46	2	PIRELLA 6-D	D-4 D-4-C	2 1	D-104	4	WESTCOTT C-38	D-4 D-4-C	2 1	D-11	4		
MERIT B-19 B-19-C	2 1	B-10	4	PREMIER 6-D	D-4 D-4-C	2 1	D-104	4	WHARTON D-45 D-45-C	2 1	D-46	2				
MOLLER A	B-71 B-71-C	2 1	B-72	4	RANGER B	B-19 B-19-C	2 1	B-10	4	WILLS SAINT CLAIR D-12-C	3	D-11	4			
MONROE E-4 E-7	2 1	E-2	4	REO T-6 T-6 (Late Models)	N-25 N-27 N-27-C	3 3 1	N-23 N-23	4 4	WILLIS KNIGHT 20	E-9 E-9-C	2 1	E-10	4			
MOON 6-48 6-68	D-4 D-4-C D-4 D-4-C	2 1 2 1	D-104 D-11	4 4	REVERE B	R-16 R-16-C	2 1	R-30-M R-30-TM	2 2	WINTHERS SIX 61	W-64 W-64-C	2 1	W-65	4		
NAPOLEON 9, 11	G-26	3	G-25	4	ROAMER D-4-75	W-64 W-64-C	2 1	W-44	4	WINTON 33	B-6	2	B-11-L-H B-11-R-H	2 2		
NASH 681 Truck	W-14 E-9 E-9-C	3 2 1	W-11 E-10	4 4	R. & V. KNIGHT 1, R W-5	B-19 B-19-C	2 1	B-10	4	WOLVERINE B-9 B-9-C	2 1	B-10	4			
NATIONAL Sixette - B. B.	W-64 W-64-C	2 1	W-55	4	SAXON DUPLEX 125 D-T W-5	3 3	W-11 W-6	4 4								
NELSON D	(MG)	U-5	8	SAYERS D-4 D-4-C	2 1	D-104	4									
NOMA 1-C	D-4 D-4-C	2 1	D-104	4	SCRIPPS BOOTH B-39 R-16 R-16-C	2 1 1	R-30 R-30-T	2 2								
NORWALK 4-30 KS	D-45 D-45-C	2 1	D-46	2	SENECA SHERIDAN 4, 8	E-4 E-7	2 1	E-2	4							
OKLAND 34-C	R-31	3	R-30-M R-30-TM	2 2	SHAW W-64 W-64-C	2 1	W-44	4								
OGREN 6-60	B-71 B-71-C	2 1	B-72	4	SEVERN W-14	3	W-6	4								
OLDSMOBILE 37A	R-31	3	R-30-M R-30-TM	2 2	SKELTON 35	W-64 W-64-C	2 1	W-65	4							
43A	E-4 E-7	2 1	E-2	4	STANDARD I	W-64 W-64-C	2 1	W-65	4							
46A	D-4 D-4-C	2 1	D-104	4	STANLEY STEAMER R-16 R-16-C	2 1	None									
Truck Economy Model	E-4 E-7	2 1	E-10	4	STANWOOD A-20	W-64 W-64-C	2 1	W-65	4							
OLYMPIAN D-45 D-45-C	2 1	D-46	2													

(MG) Motor Generator (SC) Switch Control



IGNITION PARTS—Continued

Columbia Pyramid Brush Specifications for 1922 Automobiles

Car and Model	Generator		Motor		Car and Model	Generator		Motor		Car and Model	Generator		Motor		
	Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.	
ACE L-F-C	E-9	2	E-10	4	CORITHIAN Early-1922	B-71	2	B-72	4	GOODSPEED	W-64	2	W-65	4	
ALLEN 43	E-9-C	1				B-71-C	1				W-64-C	1			
AMBASSADORE R	W-68	2	W-66	4	CRAWFORD 22-6-40	W-64	2	W-55	4	GRANT	B-19	2	B-16	4	
	W-68-C	1				W-64-C	1				B-19-C	1			
ANDERSON	N-27	2	N-23	4	CROW ELKHART L-63-55	D-45	2	D-46	4	HAHN TRUCK C D E E	D-4	2	D-11	4	
	N-27-C	1				S-63-65	D-45-C	1			F D F E	D-4-C	1		
APPERSON 40	R-31	3	R-30-M	2	CUNNINGHAM	D-12-C	2	D-104-M	4	HANDLEY KNIGHT B	E-9	2	W-10	4	
	R-30-TM	2				D-12-CX	1				E-9-C	1			
ATTERBURY TRUCK	B-19	2	B-10	4	DANIELS D-19	D-4	2	D-11	4	HANSON 60	D-4	2	D-104-M	4	
	B-19-C	1				D-4-C	1				D-4-C	1			
AUBURN 6-51	D-28	2	None		DAVIS 61, 67	D-4	2	D-104-M	4	6-30	E-9	2	E-10	4	
	D-20	1				D-4-C	1				E-9-C	1			
AVERY TRUCK 1-Ton	R-31	3	R-35	2	DIXIE FLYER H-570	D-45	2	D-46	4	HATFIELD A-42	D-45	2	D-46	4	
	W-64	2	R-35-T	2		D-45-C	1				D-45-C	1			
	W-64-C	1			DODGE	(MG)N-22	2			HAYNES 48, 55, 75	L-12	2	L-13	4	
BAY STATE						N-22-C	1			HENNEY	L-12-C	1			
	D-4	2	D-104-M	4	DORRIS 6-80	W-64	2	W-65	4		B-71	2	B-72	4	
	D-4-C	1				W-64-C	1				B-71-C	1			
BELL 4-32	E-9	2	E-10	4	DORT 14, 19	B-71	2	B-72	4	HEIFNER	B-71	2	B-72	4	
B-1, 5	E-9-C	1				Early	B-71-C	2	B-72	4		B-71-C	1		
BIRCH 4, 8 Large	G-26	3	G-25	4		Late	B-73	2	B-72	4	HOLLIER	W-64	2	W-65	4
6-Light, 4					DRIGGS D-1	B-73-C	1				W-64-C	1			
BUICK	(MG)A-2-T	4								HOLMES Series 4	(MG)	D-43	2	D-43-C	2
34 to 37	D-45	2	D-46	4	DU PONT A	B-71	2	B-72	4	H C S Series 3	D-4	2	D-104-M	4	
	D-43-C	1				B-71-C	1				D-4-C	1			
BUICK—Cont. Light 6	D-39	2	D-37	1	DUESENBERG Straight	W-64	2	W-65	4	HUDSON Super 6	B-71	2	B-72	4	
43-47	D-39-C	1	D-38	1		D-20	1	D-11	4		B-71-C	1			
48 to 50	D-6	2	D-8	1	DURANT A-22	E-9	2	E-2	4		B-73	2	B-72	4	
CADILLAC 61	D-101-C	1	D-23	1		E-9-C	1				B-73-C	1			
	D-13	2	D-14	2		E-9	2	E-10	4	HUFFMAN R	D-45	2	D-46	4	
CARROLL 6	D-20	1				E-9-C	1				D-45-C	1			
	B-19	2	B-10	4	EARL 40	E-9	2	E-10	4	HUPMOBILE Series R	W-68	2	W-66	4	
CASE X	B-19-C	1				E-9-C	1				W-68-C	1			
	B-19-C	2			ECONOMY TRUCK	E-9	2	E-10	4	1/4 Ton	E-9	2	E-10	4	
V	W-64	2	W-65	4		E-9-C	1			1 1/2 Ton	E-9-C	1	N-22	2	
	W-64-C	1			ELCAR K-4, 7-R	D-4	2	D-104-M	4		(MG)	N-22	C	1	
CHALMERS 35-C	E-9	2	E-10	4		D-4-C	1			JACKSON 638	E-9	2	E-10	4	
	E-9-C	1			ELGIN K-1	W-64	2	W-65	4		E-9-C	1			
CHANDLER Six	W-64-C	1				W-64-C	1			JEWETT	R-31	3	R-35	2	
Early-1922	B-71	2	B-72	4	ENGOL TRUCK 1 Ton	W-64	2	W-65	4			R-35-T	2		
Late-1922	B-71-C	1				W-64	2			JORDON MX, F	D-4	2	D-104-M	4	
	B-73	2	B-72	4	ESSEX Early	D-4-C	1				D-4-C	1			
CHREVOLET 490, FB	W-64-C	1				W-64-C	1			KELSEY 4	B-71	2	B-72	4	
Early-1922	B-71	2	B-72	4	FERGUS S-5-21	B-71	2	B-77	4		B-71-C	1			
Late-1922	B-71-C	1				B-71-C	1			6	B-71-C	2	B-10	4	
	B-73	2	B-72	4	FERRIS 60, 70	B-73	2	B-72	4		B-19	2			
CLIMBER SIMPLEX 4 and 6	B-73-C	1				B-73-C	1				B-19-C	1			
	W-64	2	W-65	4	FORD T	B-19	2	B-10	4	KING 6-65	W-64	2	W-44	4	
COLE 890	W-64-C	1				B-19-C	1				W-64-C	1			
	D-28	2	D-104-M	4	FERRIS 60, 70	L-12	2	L-13	4	KISSEL 45 Early	R-16	2	R-15-M	4	
	D-20	1				L-12-C	1				R-16-C	1	R-35	2	
COLUMBIA 6, Challenge	L-30	2	L-31	4	FORD T	L-30-C	1				R-31	3	R-35-T	2	
	E-9	2	E-10	4		F-2	2	F-1	4	KLINE KAR 6-55-K	W-5	3	W-6	4	
	E-9-C	1			FRANKLIN 9-B	F-2-C	1				W-64	2	W-65	4	
COMET C-53	(MG)	N-26	2			(MG)	N-26-C	1		KURTZ A	W-64-C	1			
	W-16	2	W-11	4	FRIEND 4	W-16	2	W-11	4	LAFAYETTE 134	D-12-C	2	D-11	4	
COMMONWEALTH 44	W-15	1				W-15	1				D-12-CX1	1			
	D-45	2	D-46	4	GARDNER T	W-68	2	W-66	4	LEACH 999	D-4	2	D-1	4	
	D-45-C	1				W-68-C	1				D-4-C	1			
COOK TRUCK 2 1/4 Ton	D-45	2	D-46	4	GERONIMO	D-45	2	D-46	4	LEXINGTON ST-22	G-26	3	G-25	4	
	W-64	2				D-45-C	1			T-22					
	W-64-C	1													

*Indicates Pair.

(M-G)—Motor Generator.

(S-C)—Switch Control.



IGNITION PARTS—Continued

Columbia Pyramid Brush Specifications for 1922 Automobiles—Continued

Car and Model	Generator		Motor		Car and Model	Generator		Motor		Car and Model	Generator		Motor	
	Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.		Code No.	No. Req.	Code No.	No. Req.
LIBERTY					OAKLAND					SAXON DUPLEX				
10-C Early	B-71	2	D-72	4	34-D	R-31	3	R-35	2	125	W-16	2	W-6	4
Late	B-71-C	1			6-44			R-35-T	2		W-15	1		
	B-73	2	B-72	4	OGREN					SAYERS				
	B-73-C	1			6-T	B-71	2	B-72	4	DP	D-4	2	D-104-M	4
LINCOLN						B-71-C	1				D-4-C	1		
	D-12-C	2	D-11	4	OLDSMOBILE					SENECA				
	D-12-CX	1			43-A	E-4	2	E-2	4	L-12	E-9	2	E-10	4
LOCOMOBILE						E-7	1			50	E-9-C	1		
48	W-64	2	W-44	4	46	R-31	3	R-35	2	427	(MG)		A-2-T	4
	W-64-C	1						R-35-T	2	SHERIDAN				
MAIBOHM					47	D-28	2	D-104-M	4		W-16	2	W-6	4
B	B-19	2	B-16	4		D-20	1				W-15	1		
	B-19-C	1			OVERLAND					SKELTON				
MARMON					4	E-9	2	E-10	4		W-64	2	W-44	4
34	D-12-C	2	D-11	4		E-9-C	1				W-64-C	1		
	D-12-CX	1			PACKARD					STANDARD				
MARSHALL					Twin Six	B-3	2	B-10	4	11	W-64	2	W-65	4
	D-45	2	D-46	4	Single Six	A-62	2	A-63	4		W-64-C	1		
	D-45-C	1				A-62-C	1			STANLEY STEAMER				
MAXWELL					Truck	B-3	2	B-10	4		R-16	2	None	
Simms	S-2	2	S-3	4	PAIGE						R-16-C	1		
Huff	S-2-C	1			6-44	R-31	3	R-35	2	STEAMERS				
Auto	E-9	2	E-10	4	6-66			R-35-T	2	SKL-4	W-68	2	W-63	4
Lite	E-9-C	1			PARENTI						W-68C	1		
McFARLAN						B-12	2	B-10	4	STEPHENS				
TV	W-64	2	W-44	4		B-19-C	1			90	E-9	2	E-10	4
	W-64-C	1			PATERSON						E-9-C	1		
MERCER					650	D-4	2	D-104-M	4	STEVENS DURYEA				
Series-5	W-64	2	W-44	4		D-4-C	1			E	W-64	2	W-44	4
	W-64-C	1			PEERLESS						W-64-C	1		
METROPOLITAN					56	E-4	2	E-10	4	STUDEBAKER				
M-41-61	B-71	2	B-72	4	Series 7	E-7	1			Remysystem	R-31	3	R-35	2
	B-71-C	1											R-35-T	2
METEOR					4-30	D-45	2	D-46	4	Wagner				
22-80	D-4	2	D-11	4		D-45-C	1			System	W-16	2	W-11	4
	D-4-C	1			6-40	R-31	3	R-35	2		W-15	1		
MITCHELL								R-35-T	2	STUTZ				
F-50	R-31	3	R-35	2	PIERCE ARROW					K	R-1-T	2	R-33	2
			R-35-T	2		D-12-C	2	D-11	4		R-13-C	1	R-34	2
MONITOR						D-12-CX	1			STEWART TRUCK				
	D-45	2	D-46	4	PILOT					11 and 12	E-30	2	D-60	4
	D-45-C	1			6-45	B-19	2	B-10	4		E-30-C	1		
MERIT					6-50	B-19-C	1			TEMPLAR				
	D-4	2	D-104-M	4	PREMIER					A-445	B-19	2	B-10	4
	D-4-C	1			6 D	D-4	2	D-104-M	4		B-19-C	1		
MOGUL						D-4-C	1			TEXAN				
	W-64	2	W-65	4	PREMOCAR					A-38	B-19	2	B-10	4
	W-64-C	1			6-40	B-71	2	B-72	4	C-12	B-19-C	1		
MOLKAR						B-71-C	1			TULSA				
	B-71	2	B-72	4	RALEIGH					E-1-4	D-45	2	D-46	4
	B-71-C	1			Sixty	B-71	2	B-72	4	F-1-6	D-45-C	1		
MONROE						B-71-C	1			VELIE				
S-9-12	E-9	2	E-10	4	RANGER					6-34	W-64	2	W-65	4
	E-9-C	1			A-22-4	B-19	2	B-16	4	48-58	W-64-C	1		
MOON					A-22-6	B-19-C	1				B-19	2	B-10	4
6-40	D-4	2	D-104-M	4	REO						B-19-C	1		
	D-4-C	1			T-6-B	N-27	2	N-23	4	WESTCOTT				
6	D-4	2	D-11	4		N-27-C	1			C-38	D-4	2	D-104-M	4
	D-4-C	1			RICKENBACKER						D-4-C	1		
NASH						S-2	2	S-3	4	C-48	D-4	2	D-11	4
691	D-28	2	D-11	4		S-2-C	1				D-4-C	1		
41-4	D-20	1			ROAMER					WILLS SAINTE CLAIRE				
NATIONAL					6-54-E	B-19	2	B-10	4	A-68	D-12-C	2	D-11	4
Sextette	W-64	2	W-44	4	4-75 E	B-19-C	1	W-65	4		D-12-CX	1		
	W-64-C	1			R. & V. KNIGHT					WILLIS KNIGHT				
NOMA					4-R	E-9	2	E-10	4	20	E-9	2	E-10	4
3-C	D-4	2	D-104-M	4		E-9-C	1				E-9-C	1		
	D-4-C	1			6-J	W-16	2	W-11	4	WINTON				
6	B-19	2	B-10	4		W-15	1				B-6	2	B-11-LH	2
	B-19-C	1			ROTARY								B-11-RH	2
NORWALK					Six	B-71	2	B-72	4					
430-KS	D-45	2	D-46	4		B-71-C	1							
	D-45-C	1												

*Indicates Pair. (M.G.)—Motor Generator. (S.C.)—Switch Control.



IGNITION PARTS—Continued

Columbia PYRAMID

AUTOMOTIVE STARTING AND LIGHTING BRUSHES

PRICE LIST—June 1st, 1922

Code	Price	Code	Price	Code	Price	Code	Price
A-1-T	\$1.20 each	B-50	1.50 each	D-55	\$1.60 each	G-19	\$.60 each
A-2-T	1.50 "	B-51	1.25 "	D-56	.80 "	G-22	.40 "
A-3	1.25 "	B-55	.30 "	D-57	.70 "	G-22-C	.50 "
A-30	.90 "	B-70	.30 "	D-57-C	.60 "	G-23	.60 "
A-31	1.25 "	B-71	.70 "	D-58	1.40 "	G-24-C	.50 "
A-32	.30 "	B-71-C	.60 "	D-59	1.00 "	G-25	.45 "
A-34	.75 "	B-72	1.20 "	D-60	1.25 "	G-26	.30 "
A-35	.90 "	B-73	.50 "	D-70	.80 "	G-40-T	1.20 "
A-37	.75 "	B-73-C	.40 "	D-71	2.00 "	G-41-C	1.00 "
A-37-L	.80 "	C-1	1.20 "	D-72	1.50 "	G-40-C	1.00 "
A-38	.80 "	C-20	1.00 "	D-72-L	1.75 "	G-41-T	1.40 "
A-39	1.25 "	D-1	.45 "	D-74	1.75 "	G-42	.80 "
A-40	1.00 "	D-2	.45 "	D-74-L	1.50 "	G-80	.30 "
A-41	.75 "	D-3	.45 "	D-75	.80 "	H-30-T	1.80 "
A-42	.70 "	D-4	.30 "	D-76	1.00 "	H-32-T	1.20 "
A-43	.90 "	D-4-C	.28 "	D-77	.70 "	J-2	1.40 "
A-60	1.00 "	D-4-X	.40 "	D-78	1.40 "	J-3	1.00 "
A-60-C	.90 "	D-5	1.25 "	D-79	1.50 "	J-4	1.50 "
A-61	1.10 "	D-6	.25 "	D-90	1.10 "	J-5	2.00 "
A-62	.80 "	D-7	1.30 "	D-91	1.40 "	J-6	1.40 "
A-62-C	.70 "	D-8	.70 "	D-101-C	.25 "	J-7	1.60 "
A-63	1.00 "	D-9	.55 "	D-102-C	.35 "	K-1	.20 "
A-100	1.40 "	D-10	.50 "	D-103	1.20 "	K-2	.40 "
A-101	.75 "	D-11	.50 "	D-104	.30 "	K-3	.20 "
A-115	1.00 "	D-12	.40 "	D-104-M	.40 "	K-4	.55 "
B-1	1.20 "	D-12-C	.35 "	E-1	.55 "	K-5	.90 "
B-1-C	1.10 "	D-12-CX	.35 "	E-2	.30 "	K-20	.40 "
B-3	1.00 "	D-13	.35 "	E-3	.22 "	K-30	.30 "
B-3-C	1.10 "	D-14	.70 "	E-4	.20 "	K-31	.30 "
B-5	1.30 "	D-15	.50 "	E-5	.35 "	K-32	.30 "
B-6	1.35 "	D-16	.20 "	E-6	.90 "	K-33	.30 "
B-6-C	1.10 "	D-17	.60 "	E-7	.20 "	L-1	1.50 "
B-7	1.25 "	D-18	.80 "	E-7-M	.30 "	L-2	1.20 "
B-7-C	1.20 "	D-19	.40 "	E-7-X	.20 "	L-3	1.20 "
B-8	1.20 "	D-20	.20 "	E-8	.70 "	L-3-C	.60 "
B-8-C	1.10 "	D-20-X	.30 "	E-9	.40 "	L-5	1.35 "
B-9	1.20 "	D-21	.60 "	E-9-C	.40 "	L-6	1.00 "
B-9-C	.90 "	D-22	.75 "	E-10	.65 "	L-7	1.00 "
B-10	1.20 "	D-23	.60 "	E-20	.80 "	L-8	1.25 "
B-11	1.25 "	D-24-C	.85 "	E-21	.70 "	L-10	.40 "
B-12-C	1.00 "	D-25-C	.90 "	E-23	1.00 "	L-11	.80 "
B-13	1.20 "	D-26-C	.80 "	E-24	1.60 "	L-12	1.00 "
B-14-C	.75 "	D-27	.20 "	E-25	.70 "	L-12-C	1.00 "
B-15	1.50 "	D-28	.30 "	E-26	2.00 "	L-13	1.35 "
B-16	1.20 "	D-29	.30 "	E-27	1.50 "	L-30	.30 "
B-17	1.50 "	D-29-M	.35 "	E-30	.80 "	L-30-C	.30 "
B-17-T	2.00 "	D-30-C	1.30 "	E-30-C	.70 "	L-31	.52 "
B-18	1.50 "	D-32	1.50 "	E-31	.60 "	L-60	.45 "
B-18-S	1.40 "	D-34	1.30 "	E-60	2.00 pair	L-50-C	.45 "
B-19	.50 "	D-35	.25 "	E-61	1.25 each	M-1	1.00 "
B-19-C	.40 "	D-36	1.00 "	E-62	2.00 pair	M-2	.30 "
B-20	1.00 "	D-37	.70 "	E-70	1.00 each	N-20	.30 "
B-21	1.10 "	D-38	.70 "	E-70-C	.90 "	N-21	.30 "
B-22	1.00 "	D-39	.30 "	E-75	.20 "	N-22	.40 "
B-23	.90 "	D-39-C	.30 "	F-1	.52 "	N-22-C	.35 "
B-24	1.00 "	D-40	1.20 "	F-2	.30 "	N-23	1.00 "
B-25	1.00 "	D-41	1.30 "	F-2-C	.30 "	N-24	.55 "
B-26	1.10 "	D-42	1.30 "	F-10	1.00 "	N-25	.35 "
B-27	1.10 "	D-43	.90 "	F-11	1.00 "	N-26	.90 "
B-28	1.00 "	D-43-C	.80 "	F-30	1.25 "	N-26-C	.75 "
B-30	.90 "	D-44	.80 "	F-31	1.10 "	N-27	.80 "
B-31	1.00 "	D-44-C	.80 "	G-1	1.50 pair	N-27-C	.70 "
B-32	1.25 "	D-45	.45 "	G-2	1.00 each	N-50-T	1.50 "
B-33	1.00 "	D-45-C	.45 "	G-3	1.30 "	N-51-T	1.20 "
B-34	1.30 "	D-46	.50 "	G-4	1.20 "	N-52	.40 "
B-35	1.00 "	D-47	.50 "	G-5	1.75 "	N-60	.30 "
B-37	.80 "	D-48-C	.20 "	G-6	1.75 "	N-70	.85 "
B-40	.20 "	D-49	1.00 "	G-7	2.50 pair	N-80	2.00 "
B-41	.70 "	D-50	1.60 "	G-9	.80 each	O-1	1.40 "
B-43	1.00 "	D-51	1.75 "	G-10	.80 "	O-2	2.40 "
B-44	1.60 "	D-52	1.00 "	G-15	.80 "	O-3	2.40 "
B-45	.70 "	D-53	1.50 "	G-17	1.40 "	O-4	1.40 "
		D-54	1.75 "	G-18	.65 "	O-20	1.25 "



IGNITION PARTS—Continued

COLUMBIA PYRAMID AUTOMOTIVE STARTING AND LIGHTING BRUSHES (CONT.)

Code	Price	Code	Price	Code	Price	Code	Price
O-20-C .. 1.25 each		R-21 .. \$1.00 each		U-10 .. \$.20 each		W-31 .. \$1.00 each	
O-21 .. 1.50 "		R-22 .. .40 "		U-11 .. .25 "		W-41-C .. 1.00 "	
O-22 .. 1.50 "		R-30 .. .50 "		U-12 .. .20 "		W-42 .. 1.40 "	
R-1-T .. 1.50 "		R-30-M .. .50 "		U-13 .. .25 "		W-42-L .. 1.40 "	
R-2-T .. .80 "		R-30-T .. .50 "		U-20 .. .20 "		W-43 .. 1.40 "	
R-3 .. 1.50 "		R-30-TM .. .60 "		V-10 .. 1.25 "		W-44 .. 1.60 "	
R-4 .. .30 "		R-31 .. .50 "		V-11 .. 1.00 "		W-44-L .. 1.60 "	
R-6 .. .50 "		R-33 .. 1.20 "		V-12 .. 1.00 "		W-45 .. 1.70 "	
R-6-C .. .45 "		R-34 .. 1.30 "		W-1 .. .70 "		W-46 .. 2.00 pair	
R-7 .. .25 "		R-35 .. .70 "		W-2 .. .80 "		W-46-L .. 2.00 "	
R-7-C .. .25 "		R-35-T .. .75 "		W-3 .. .80 "		W-47 .. 2.00 each	
R-8-T .. 1.00 "		S-1 .. .60 "		W-4 .. .90 "		W-51 .. .80 "	
R-9 .. 1.50 "		S-1-C .. .80 "		W-5 .. .35 "		W-52 .. .90 "	
R-10 .. 1.50 "		S-2 .. .50 "		W-6 .. .45 "		W-52-T .. 1.00 "	
R-11 .. .70 "		S-2-C .. .50 "		W-7 .. .80 "		W-54 .. .50 "	
R-12 .. .80 "		S-3 .. .60 "		W-8 .. .60 "		W-55 .. 1.00 "	
R-13-C .. .25 "		S-4 .. 1.25 "		W-10 .. .30 "		W-55-C .. .60 "	
R-14 .. .65 "		S-20 .. .80 "		W-11 .. .40 "		W-59 .. 1.75 "	
R-14-M .. .75 "		S-40 .. .20 "		W-12 .. .30 "		W-62 .. 1.30 "	
R-14-T .. .65 "		S-41 .. .20 "		W-13 .. .55 "		W-63 .. 1.30 "	
R-14-TM .. .75 "		S-50 .. .20 "		W-14 .. .30 "		W-64 .. .40 "	
R-15 .. 1.00 "		S-70 .. .40 "		W-15 .. .45 "		W-64-C .. .35 "	
R-15-M .. 1.10 "		S-80 .. .30 "		W-16 .. .50 "		W-65 .. .60 "	
R-15-T .. 1.00 "		U-1 .. 1.75 "		W-20 .. 1.25 "		W-66 .. .55 "	
R-15-TM .. 1.10 "		U-2 .. 2.00 "		W-21 .. .80 "		W-67 .. .25 "	
R-16 .. .50 "		U-3 .. 2.00 "		W-22 .. 1.00 "		W-67-C .. .20 "	
R-16-C .. .50 "		U-4 .. 2.00 "		W-23 .. 1.25 "		W-68 .. .30 "	
R-17 .. 1.20 "		U-5 .. 1.75 "		W-24 .. 1.50 pair		W-68-C .. .25 "	
R-18 .. .65 "		U-6 .. 1.80 "		W-25 .. 1.50 each		W-69 .. .55 "	
R-18-M .. .75 "		U-8 .. 1.00 "		W-26 .. 1.50 "		W-80 .. 1.20 "	
R-19 .. 1.20 "		U-8-C .. .90 "		W-28 .. .30 "		W-81 .. 1.75 "	
R-20 .. 1.20 "		U-9 .. .15 "		W-30 .. .40 "		W-82 .. 1.50 "	
						W-90 .. 1.20 "	

Assortments—List Prices

No. 20 .. \$ 25.00	No. 24 .. \$ 150.00	No. 26 .. \$ 300.00	No. 28 .. \$1000.00
No. 22 .. 50.00	No. 25 .. 200.00	No. 27 .. 500.00	No. 30 .. 50.00
No. 23 .. 100.00			

Magnet Brush Price List

Code	Price	Code	Price	Code	Price	Code	Price
120-A .. \$.30 each		901-C .. \$.28 each		305-H .. \$.20 each		705-R .. \$.15 each	
121-A .. .30 "		902-C .. .15 "		307-H .. .25 "		706-R .. .20 "	
1300-A .. .15 "		903-C .. .10 "		320-H .. .20 "		707-R .. .20 "	
1301-A .. .15 "		920-C .. .80 "		321-H .. .30 "		750-S .. .36 "	
100-B .. .20 "		921-C .. .50 "		350-H .. .20 "		751-S .. .20 "	
101-B .. .20 "		959-D .. .25 "		351-H .. .21 "		752-S .. .20 "	
102-B .. .20 "		951-D .. .20 "		400-K .. .21 "		800-S .. .20 "	
103-B .. .20 "		954-D .. .30 "		401-K .. .20 "		801-S .. .20 "	
104-B .. .20 "		955-D .. .20 "		402-K .. .20 "		802-S .. .48 "	
105-B .. .20 "		200-E .. .25 "		403-K .. .30 "		803-S .. .20 "	
106-B .. .25 "		201-E .. .20 "		404-K .. .20 "		804-S .. .20 "	
107-B .. .25 "		202-E .. .20 "		430-K .. .20 "		805-S .. .20 "	
108-B .. .21 "		203-E .. .20 "		431-K .. .20 "		806-S .. .32 pair	
109-B .. .21 "		204-E .. .21 "		432-K .. .20 "		807-S .. .20 each	
110-B .. .20 "		205-E .. .20 "		433-K .. .15 "		808-S .. .20 "	
111-B .. .25 "		206-E .. .16 "		434-K .. .30 "		809-S .. .18 "	
112-B .. .20 "		207-E .. .20 "		500-M .. .21 "		810-S .. .20 "	
113-B .. .30 "		208-E .. .20 "		501-M .. .20 "		812-S .. .20 "	
114-B .. .20 "		209-E .. .20 "		502-M .. .20 "		813-S .. .20 "	
115-B .. .21 "		210-E .. .20 "		503-M .. .40 "		814-S .. .25 "	
116-B .. .35 "		211-E .. .20 "		504-M .. .20 "		815-S .. .25 "	
117-B .. .20 "		212-E .. .20 "		506-M .. .40 "		816-S .. .30 "	
118-B .. .20 "		213-E .. .20 "		507-M .. .40 "		817-S .. .20 "	
119-B .. .20 "		214-E .. .35 "		600-M .. .20 "		818-S .. .20 "	
120-B .. .20 "		215-E .. .25 "		601-M .. .21 "		850-S .. .20 "	
121-B .. .25 "		216-E .. .20 "		650-N .. .20 "		851-S .. .20 "	
150-B .. .21 "		217-E .. .15 "		651-N .. .16 "		852-S .. .20 "	
151-B .. .21 "		218-E .. .15 "		652-N .. .36 "		870-T .. .20 "	
152-B .. .20 "		219-E .. .20 "		653-N .. .30 "		871-T .. .20 "	
153-B .. .20 "		220-E .. .20 "		654-N .. .30 "		1000-W .. .48 "	
154-B .. .21 "		221-E .. .25 "		655-N .. .20 "		1001-W .. .48 "	
155-B .. .20 "		1200-G .. .15 "		671-N .. .20 "		1002-W .. .25 pair	
156-B .. .21 "		300-H .. .40 "		700-R .. .20 "		1100-W .. .40 each	
157-B .. .20 "		801-H .. .32 "		701-R .. .20 "		1101-W .. .30 "	
158-B .. .46 "		802-H .. .20 "		702-R .. .30 "		1102-W .. .40 "	
159-B .. .30 "		803-H .. .20 "		703-R .. .20 "		1150-W .. .40 "	
900-C .. .32 "		804-H .. .20 "		704-R .. .30 "			

Effective June 1st, 1922

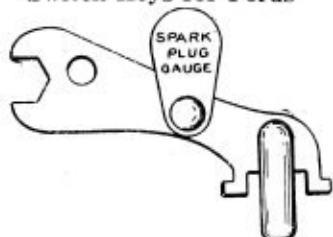


AUTOMOBILE SWITCH KEYS

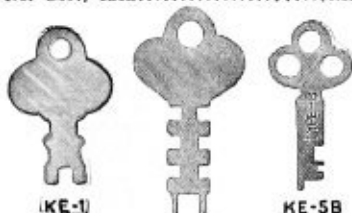


KA-7—128 of the most popular keys—fitting over 100 popular models\$35.00

Switch Keys for Fords



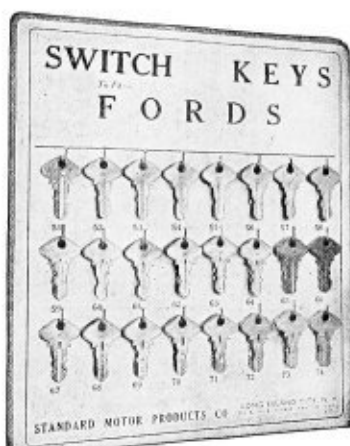
No. G207, each.....\$0.15



KE-1

KE-4

KE-5B



KE-2—S each number KE-16 (to fit Fords)\$28.80

KE-2—G each number KE-22 (to fit Dodge 1919/22, etc.).....\$50.40



KE-11

KE-13

KE-14



KE-16

KE-17

KE-19



KE-20

KE-22

KE-25

- KE 1 fits B & S (1226B) Switch..... .15
Anderson 20/22, Auburn 17/21, Jackson 20/22, McLaughlin 16/21, Oakland 16-18/21, Oldsmobile 17/21, Piedmont "6" 20/22, Scripps Booth 18/21, Remy Switches.
- KE 2 fits B & S (726B) Switch..... .20
American 19/22, Kissel Kar 17/21, Paige 16/22, Velle 16/20, Gray & Davis Switches.
- KE 2B fits Basco Switch (2277B)..... .20
Chevrolet 21/22, Paige 21/22.
- KE 3 fits B & S (639B) Switch..... .20
Chalmers 17/21.
- KE 4 fits Basco (486B) Switch..... .15
Atlas 19/21, Chandler 16/22, Chevrolet 18/22, Elcar 18/21, Elgin, 17/19, Grant 17/19, Harley Davidson M/C 18, Jeffery 17, Jordan 17/19, Kissel Kar 17/21, Maxwell 17/19, Nash 17/18, Oldsmobile "4" 21, Pullman 16/17, Saxon 17/20, Sun 16/17, Vim Truck 19/21.
- KE 5-B fits Conn. Switches 26, 28/30, 34, 36Y20
Anderson 19, Commonwealth 20, Dort 16/20, Friend 20/21, Jeffery 17, Kline 18, Nash 18, Olympian 17, Overland 19.
- KE 5-H fits Conn. Switches 38Y, 108Y, 115Y20
Allen 16, Anderson 17/18, Beggs 19, Belmont 21, Bradley 20, Briscoe 15/19, Collier 17/19, Cortland 19/20, Crow Elkhart 16/22, Detroit 15/18, Dixie 16/19, Dort 16/17, Empire 15/18, Gray Dort 16/18, Hatfield 16/19, Jackson 15/16, Lexington 15/19, Metz 19, Mitchell 15/18, Moline K 16/19, Monitor 17/19, Monroe 16/20, Norwalk 16, Olympian 16, Overland 16/19, Pillod 20, Ross 17, Rush 16/17, Seneca 18/19, Stephens 15/16, Tulsa 19/20, Watson 19.
- KE 5-0 fits Conn. Switches 33Y, 35Y, 40 Dort 18/19, Gray Dort 18/19, Mitchell 18.

- KE 6 fits Remy Switch35
Apperson 15/17, Haynes 14/18, Harley Davidson M/C 14/17, Henderson M/C 17/19, Interstate 16/19, McLaughlin 17/20, Oakland 16, Paige 15/18, Velle 16/17.
- KE 8 fits Delco Switch..... .20
Buick 14/18, Cole 13/18, Hudson 14/17, Moon 14/16, Oakland 14/17, Oldsmobile 15/17, Paterson 14/16, Wescott 15/17.
- KE 9 fits Delco Switch..... .40
Buick 14/17, Cole 13/15, Hudson 15/16, Oldsmobile 13/16, Oakland 13/14.
- KE 10 fits Basco (636B) Switch (combinations number 1-25)35
Chevrolet 15/18, Dodge 15/18, Hupmobile 15/17, Nash 16/19, National 15/20, Princess, Scripps-Booth "G" 16/17.
- KE 11 fits B & S Switch (No. 31)..... .35
Allen 20/21, Maxwell 19/21.
- KE 12 fits CD Switch (No. 75)..... .25
Cleveland 19/22, Grant 20/22, Kelsey 22, Kline Kar 20/22.
- KE 13 fits C. S. Switch (No. 101)..... .35
Maxwell 20/22.
- KE 14 fits B & S Switch (2369B)..... .35
Nash 19/21 (No. 132).
- KE 15 fits Eisenman Switch (No. 1)..... .35
National 15/20.
- KE 16 fits Ford (combinations number 51-74)15
Ford 19/22, Hanson 22.
- KE 17 fits Conn. Switch 96Y..... .35
American 19, Beggs 19, Briscoe 20/21, Hatfield 20/22, Huffman 19/20, Kline Kar 20/22, Lexington 20/22, Metz 20/21, Monitor 20/21, Piedmont, Pilot 21/22, Preston 20, Skelton, Texan 20/21, Tulsa 20/21.
- KE 18 fits Conn. Switch 104Y..... .30
Crow Elkhart 20/21, Dort 19/21, Gramm-Bernstein 21, Gray Dort 19/21, Seneca 20/21.
- KE 19 fits Conn. Switch 32Y and 48Y
Chevrolet 16/20, Overland "4" 20/21.

- KE 20 fits B & S Switch (1121B)..... .35
Ace 21/22, Allen 20/21, Chalmers 22, Cleveland 20/22, Columbia 19/22, Dixie 19/21, Earl 22, Elgin 19/22, Franklin 19/22, Gardner 19/22, Hamley Knight 21/22, Haynes 21/22, Holmes 21/22, Hupmobile 19/22, Jackson 19/21, Kissel 19/22, Lorraine 19/21, Maxwell 19/22, Mitchell 19/22, Moon 20/21, Nash 19/21, National 20/21, Peerless 19/22, Rickenbacker 22, Roamer 22, Saxon 19/22, Scripps-Booth 19/22, Sheridan 21/22, Stearns 19/22, Stephens 19/22, Studebaker 19/22.
- KE 21 fits B & S Switch (No. 33)..... .35
Cleveland 20/21, Peerless 21/22.
- KE 22 fits Clum Switch (combinations number 76-99)35
Dodge 18/22, Fox 22.
- KE 23 fits B & S Switch (No. 34)..... .35
Chalmers 21/22.
- KE 24 fits B & S Switch (No. 172)..... .35
Maxwell 21/22.
- KE 25 fits Clum Switch (No. 32)..... .35
Dort 22, Willys Knight 22.
- KE 26 fits Bosch plain Switch..... .25
KE 27 fits Bosch dual Switch..... .25
- KE 28 fits B & S Switch (No. 37)..... .35
Earl 22.
- KE 29 fits Remy Switch (specify combination number desired)35
Auburn 22, Oakland 22, Oldsmobile "4" 22, Velle 22.
- KE 30 fits Conn. Switch..... .35
Lexington 22.
- KE 31 fits Clum Switch (flat key)..... .20
Overland "4" 22.



FUSES



When ordering, do not fail to specify Fuse Number, Ampere and Make of Car; this will insure our sending the correct Fuse.
(Standard Package 100)

We list Union Automobile Fuses, both Glass and Fibre Tube, used in connection with the electric starting and lighting systems on both Gasoline and Electric Cars.
(Standard Package 100)

GASOLINE CARS

MAKE OF CAR	Fuse No.	Amp.
Akron	3AG	5-10
Allen 1918 to 22-23	3AG	15
Amesbury	6AG	20
American 1917 to 1920	3AG	20
Anderson 1917-18	5A	5-15
Anderson 1922-23	3AG	20
Apperson 1921	3AG	20-10
Apperson 1920-21-22-23	3AG	20
Arborea	4A	10
Austin	5A	15
Barley 1921-22-23	3AG	20
Bigs 1919-20	3AG	20
Biddle 1917-18-19	3AG	10-15
Bour Davis	3AG	15
Burch 30	3AG	20
Burch 40 and 45	3AG	20
Brewster	15A	30
Brice 1916 to 1921	3AG	20
Buck	20A	Special
Cadillac 1915	15	
Cadillac 1914	6A	25
Case 1916	5AG	5-15
Case 1917-18	3AG	20

SOMETHING NEW FOR FORD CARS "UNION" FUSE - JUNCTION BLOCK



Protects lights and wiring. Each light fused individually. Insures positive connections. Permits the use of inexpensive single filament lamps.
PRICE COMPLETE WITH FUSES, \$1.50

GASOLINE CARS

MAKE OF CAR	Fuse No.	Amp.
Handley Knight	2AG	15
Harrison 1918	3AG	20
Hassler	1AG	20
Haynes 1917 to 1921	1AG	5
Haynes 1922-23	3AG	15
Holmes 1921-22-23	1AG	10
Hudson	1AG	10
Hupmobile 1917-18	1AG	10
Hupmobile 1919 to 1922-23	3AG	15
Jackson 1916-17-18	1AG	20
Jackson 1922-23	3AG	15
Jewett	1AG	20
Jordan 1917-18-19	3AG	20
Jordan 1919	1AG	20
Kearney 1915 to 1922-23	3AG	15
King 1920-21-22	3AG	10-15
Kissel 1916 to 1922	3AG	20
Leach	3AG	10
Leach	3AG	10
Lexington 1915 to 1922-23	3AG	15
Lexington 1915-16-17	3AG	15
Liberty 1922-23	3AG	15
Locomobile 1916 to 1922	3AG	10-15
Lorraine	3AG	5
Madison	3AG	5-15
Marathon	2AG	20
Marion-Handley	3AG	20
Martins	4AG	20
Master	5A	15
Maxwell 1915 to 1919	3AG	20
Maxwell 1920	1AG	20
Maxwell 1921-22-23	2AG	20
McFarlan 1917-22-23	3AG	10-30
Merced 1915-16-17	2AG	10
Merced 1917	Spec'l	5
Merced 1918-19-20-21-22-23	3AG	20
Merced 1919 to 1922	3AG	20
Mitchell 1917 to 1922	3AG	20
Monitor	1AG	20
Moore 1916-17-20-21-22	1AG	20
Moore 1921-22-23	1AG	15
Nash, Model 681-1918	3AG	20
Nash 4, also 6	1AG	20
National 1919 to 1922	1AG	20
Nelson 1917-18	3AG	20
Nelson 1917-18	Spec'l	5
Oakland, Model 34	4A	15
Oakland 1920-21-22-23	2AG	5
Oregon 1922-23	3AG	15
Oldsmobile 41 1921-22-23	1AG	20

GASOLINE CARS

MAKE OF CAR	Fuse No.	Amp.
Olympian	1AG	20
Overland, Models 79 and 81	1AG	20
Overland 1916 to 1920	1AG	20
Overland, Model 1920-22	3AG	20
Owen Magnetic 1917-18-19	5A	10-15
Owen Magnetic 1920	2AG	10
Packard	2AG	10
Packard Trucks	2AG	10
Paige	1AG	20
American Beauty	3AG	20
Peerless 1916 to 1920	1AG	10
Pierce-Arrow	5AG	5-10-30
Pilot 1921-22	2AG	15
Pontiac	4A	10
Reo Light Six 1922-23	4AG	6
Reo	5A	15
Rickenbacker	2AG	20
Rover 457E	3AG	10-20
Rover 457E	3AG	15
R. & V. Motors 1921-22	6A	20
Saxon Six	1AG	20
Saxon Six 1918-19-20	3AG	15
Saxon Duplex 4 1921-22	3AG	15
Sebec 1919	2AG	20
Sebec 1920	1AG	20
Shaw Special	3AG	15
Simplex 1917	5A	10
Singer 1919	5A	5-15
Singer 1920	4A	5-15
Skilling 1921	2AG	5
Standard 1920-21-22	3AG	15
Stanley Steamer 1921-22	4AG	15
Stanwood 1921	2AG	15
Stearns 4 1916-17-18-21-22	1AG	15
Stearns 1920-21-22	3AG	20
Stevens Duryea 1921-22	3AG	15
Studebaker 1916 to 1922	3AG	15
Strat	3AG	15
Templar 1921-22	3AG	20
Tulsa 1920	2AG	15
Vette, Models 15-27-28-37	1AG	20
Vette, 15-27-28-37-38-48	3A	Special
Vette 1914-15-16	4A	15
White 1917-18	1AG	20
Willis-Knight 1921-22	2AG	15
Winton	3AG	10
Winton, Model 21A	5A	20
Winton 1916-17-18	2AG	20
Wolverine	3AG	30

ELECTRIC CARS

MAKE OF CAR	Fuse No.	Amp.
American	5A	10
Anderson 1914-15-16	6A	10
Anderson 1917-18	5A	5-15
Baker 1915-16-17	5A	10
Baker 1918	3AG	10
Chicago	5A	15
Dayton	6A	20
Detroit 1921-22	6A	15
Detroit 1913-19	5A	15
G. V. C.	6A	5
Grinnell	6A	15
Millburn	5AG	15
Ohio 1916-17-18	6A	15
Ward	3AG	5
Woods	5A	5
Woods 1917-18	3AG	10

TRUCKS

MAKE OF CAR	Fuse No.	Amp.
Bartholomew	3AG	15
Garford	3AG	15
Gram-Hercules	6A	30
Great	3AG	10
International	3AG	10
Larnabee-Deyo	3AG	20
Packard	2AG	10
Republic	3AG	10
Stagman	5A	15
Sterling	3AG	30
Transport	3AG	5
Winton	5AG	15

ELECTRIC STARTING AND LIGHTING SYSTEM FUSES

MAKE OF CAR	Fuse No.	Amp.
Apples	18A	30
Apples	17A	Special
Apperson	3AG	20
Auto Lite	3AG	20
Bijou	3AG	20
Briggs & Stratton	1AG	20
Dean	3AG	15
Electric Auto Lite	1AG	20
Estelene	4A	15
Gray & Davis	3AG	20
Gray & Davis (Ford) 1913	3AG	20
Gray & Davis (Ford) 1916	3AG	20
North East	4AG	10
Remy	3AG	5 & 15
Spindler	17A	Special
"Union" Fuse - Junction Block for Ford Cars	3AG	10
Westinghouse	4A	15
Westinghouse Special	5A	20
Westinghouse (Ford)	3AG	15

MOTOR CYCLES

MAKE OF CAR	Fuse No.	Amp.
Excelsior 1914-15	2AG	15
Excelsior 1916	3A	Special
Excelsior 1920-21	1AG	6
Harley Davidson	2AG	6
Harley Davidson 1920	1AG	6
Heavenly Excelsior	1AG	8
Indian	4AG	15
Reading	3AG	10



No. 15A for 15A Car
Price 10c each



No. 10A for 10A Car
Price 10c each



No. 5A for 5A Car
Price 10c each



No. 20A for 20A Car
Price 10c each



FUSES— Continued



Assortment A

List Price, \$6.00

Amp.	Cat. No.
10-1AG-5	5305
20-1AG-20	5320
20-3AG-10	5350
10-3AG-15	5355
20-3AG-20	5360
10-4AG-10	5510
5-4AG-15	5515
5-5AG-30	5570

Assortment B

List Price, \$10.00

Amp.	Cat. No.
10-1AG-5	5305
30-1AG-20	5320
20-3AG-10	5350
10-3AG-15	5355
30-3AG-20	5360

Amp.	Cat. No.
10-4AG-10	5510
10-4AG-15	5515
10-5AG-10	5530
10-5AG-20	5560
10-5AG-30	5570



Assortment C

List Price, \$14.00

Amp.	Cat. No.
10-1AG-5	5305
40-1AG-20	5320
10-3AG-5	5345
20-3AG-10	5350
20-3AG-15	5355
40-3AG-20	5360

Amp.	Cat. No.
10-4AG-10	5510
10-4AG-20	5520
10-5AG-10	5530
10-5AG-20	5560
10-5AG-30	5570
10-6AG-20	5460



Sockets and Fuses



No. G886, Chain Pull Socket.....	\$0.75
No. G897, Key Sockets .....	.60
No. G888, Switches .....	.65
No. G899, Attachment Plug ..	.30

We can also furnish house lighting fuses.

Auto Fuse Clips

Cat. No.	Amp.	Height of Clip	Takes Fuses	Std. Pkge.	Last Price Per 100
4549	0-20	2 1/2"	1A, 2A, 3A	100	\$2.00
4550	0-20	2 1/2"	4A, 4AG	100	3.00
4551	0-20	2 1/2"	5A, 5AG	100	3.00
4552	0-20	2 1/2"	7A, 7AG	100	3.00
4510	0-30	2 1/2"	6A	100	3.00



No. 4550

Fuse Clips and Bases Complete

4559	0-20	2 1/2"	1A, 2A, 3A	100	\$ 7.50
4560	0-20	2 1/2"	4A, 4AG	100	10.00
4561	0-20	2 1/2"	5A, 5AG	100	10.00
4562	0-20	2 1/2"	7A, 7AG	100	10.00
4520	0-30	2 1/2"	6A	100	10.00



No. 4561

Spring Clips for Auto Fuses made from High Grade Spring Bronze

Fibre Cut-Outs

List Prices, Each				
For Fuses	One Pole	Two Pole	Three Pole	Four Pole
1A.....	\$0.40	\$0.60	\$0.80	\$1.00
2A, 3A, 4A.....	.50	.75	1.00	1.25
5A, 7A.....	.50	.75	1.00	1.25
6A.....	.55	.80	1.10	1.35



Auto Fuse Box

Complete with Fibre Base Cutout

Cat. No.	Description	Price Each
703	3-Wire	\$2.25
704	4-Wire	2.50
705	5-Wire	2.75

4" x 4" x 1 1/2" deep



Fuse Wire



Each package contains one (1 lb.) spool.

Safe Carrying Capacity Amperes	Best Lengths for Use and Fusing Currents for Such Lengths		Length Per Lb.		Price Per Lb.
	Inches	Amp.	Ft.	In.	
5	1 1/4	10	167		\$1.00
10	2 1/4	17	68		.80
15	2 1/4	22	57		.75
20	2 1/2	30	37	10	.75
25	2 3/4	34	29	8	.75
30	2 3/4	43	24		.75



IGNITION AND LIGHTING CABLE

Plain Rubber-Covered Primary



14 Gauge. Conductor 19 wires tinned. Insulated with one layer white rubber and one black rubber. Outside diameter 5 mm., or approximately 3/16 inch.

No. RR-5, per foot.....\$0.10



14 Gauge. Conductor 19 wires tinned. Insulated with three layers of rubber, black, white and black. Outside diameter 7 mm., or approximately 9/32 inch.

No. RR-7, per foot.....\$0.15

Rubber-Covered Special Secondary



14 Gauge. Conductor 19 wires tinned. Insulated with three layers of rubber, black, white and black. Outside diameter 9 mm., or approximately 3/8 inch.

No. RR-9, per foot.....\$0.20

Braided Primary



14 Gauge. Conductor 19 wires tinned. Insulated with 1/32 inch high grade rubber, 1 layer varnished cambric with hard glazed cotton braid, varnished finish. Outside diameter 5 mm., or approximately 3/16 inch.

No. B-5-14, per foot.....\$0.10

Braided Secondary



14 Gauge. Conductor 19 wires tinned. Insulated with one varnished cambric tape, one soft cotton braid, one hard glazed cotton braid, both varnish finished. Outside diameter 7 mm., or approximately 9/32 inch.

No. B-7, per foot.....\$0.15

Braided Secondary Magneto



14 Gauge. Conductor 19 wires tinned. Insulated with one layer of black rubber, with one soft cotton braid and one hard glazed cotton braid. Both varnish finish. Outside diameter 9 mm., or approximately 3/8 inch.

No. RB-9, per foot.....\$0.20

Ford Special Secondary for Spark Plugs

Same quality as is furnished in Spark Plug Wires used in car equipment.

No. FS, per foot.....\$0.10

Single Conductor Primary and Lighting Cables



Conductors, size 16 gauge. 26 wires, bunched, untinned. Cotton wound, sizes 14, 12 and 10 gauge, 19 wires tinned. Insulated with one layer black rubber and one hard glazed cotton braid, varnish finish.

Type	Gauge	Outside Diameter	Price per ft.
No. RS-1-W-18.....	18	.132 inch	\$0.07
No. RS-1-W-16.....	16	.165 inch	.08
No. RS-1-W-14.....	14	.175 inch	.10
No. RS-1-W-12.....	12	.190 inch	.15
No. RS-1-W-10.....	10	.215 inch	.15

Duplex Primary and Lighting Cables



Conductors, size 16 gauge, 26 wires bunched, untinned, cotton wound. Size 14 gauge, 19 wires tinned. Insulated with one layer of black rubber and one distinctively colored braid. Two such conductors laid parallel and covered over with one hard glazed cotton braid; all braids varnish finish.

Type	Gauge	Outside Diameter	Price per ft.
RS-2-W-16.....	16	.190 x .350 inch	\$0.12
RS-2-W-14.....	14	.205 x .375 inch	.15

Three Conductor Primary Cables



16 Gauge. Conductor, 26 wires, bunched untinned, cotton wound. Insulated with one layer of black rubber and one distinctively colored braid. Three such conductors twisted together, jute filled to make round and covered over all with one hard glazed cotton braid, all braids varnish finish. Outside diameter .370 inch.

No. RS-3-W-16, per foot.....\$0.50



LIGHTING AND STARTING CABLE—Continued

Galvanized Oval Armored Lighting Cable Single Conductor

Each conductor cotton wound, insulated with one varnished cambric wrap and one cotton braid, all saturated with varnish compound and covered over all with galvanized oval iron armor.



Type	Gauge	Outside Diameter	Price per ft.
GA-14.....	14	5/32 inch	\$0.05
GA-16.....	16	9/16 inch	.08
GA-18.....	18	1/8 inch	.10

Galvanized Oval Armored Duplex Lighting Cable—Two Conductors

Each conductor cotton wound, one varnished cambric tape and covered with one colored braid saturated with varnish compound. Two such conductors laid parallel and covered with galvanized oval armor over all.



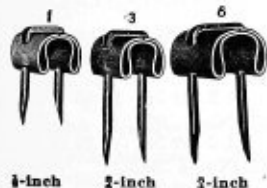
Type	Gauge	Outside Diameter	Price per ft.
GA-2-W-14.....	14	.160 x .384 inch	\$0.12
GA-2-W-16.....	16	.150 x .264 inch	.17
GA-2-W-18.....	18	.148 x .260 inch	.22

Cambric Insulated Starter Cable

Conductors laid up, either 91 or 61 wire construction, covered with two heavy black varnished cambric tapes and one heavily saturated weatherproof cotton braid.

Type	No. of wires	Outside Diameter	Price per ft.
CS-1-0.....	91	.459 inch	\$0.65
CS-1.....	91	.417 inch	.55
CS-2.....	61	.381 inch	.45
CS-3.....	61	.346 inch	.40
ARS-4.....	61	.316 inch	.30

Blake Fibre Insulated Staples



No. 1, per 100.....	\$0.45
No. 3, per 100.....	.45
No. 6, same as No. 3 except wider, per 100.....	.50

Tubing and Wire Cleats



Specify size: 3/16, 1/4, 5/16, 7/16, 3/8.

No. G175, all sizes, per dozen.....\$0.20

Reinforced Portable Cord



Consists of two-conductor New Code lamp cord with seamless rubber jacket and finished with a weatherproof glazed cotton or silk braid. Type P, per foot.....\$0.12

Canvasite Cord



This consists of regular New Code twisted cotton-covered lamp cord, braided over all with one cotton braid saturated with weatherproof compound, then waxed and polished. Type CC, per foot.....\$0.10

Brewery Cord



Each conductor is made up of a copper wire strand insulated with code thickness rubber, covered with a cotton braid and saturated with weatherproof compound having polished finish; two such conductors are then twisted into pairs, forming a flexible cord. Type CB, per foot.....\$0.10

SINGLE CONDUCTOR CORD

No. 18 single conductor, new code, black glazed braid.
No. G623, 1/32-inch insulation, per foot.....\$0.05
No. G624, 1/64-inch insulation, per foot......04

Flexible Metallic Conduit

This is the best wire protector, especially on cars where there is much friction.



5/16 I. D., per foot.....	\$0.12
3/8 I. D., per foot.....	.15
7/16 I. D., per foot.....	.18
1/2 I. D., per foot.....	.20

Lamp and Horn Cable

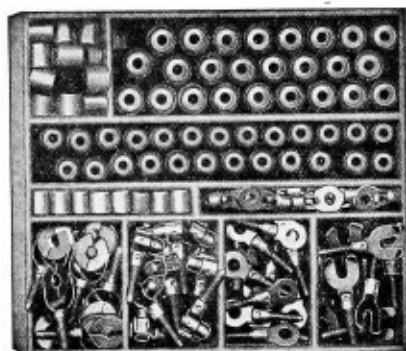
No. L18, Black Twisted Lamp Cord, Per foot.....\$0.06
No. H18, Black Parallel Braided Cover, Lamp and Horn Cable, Per foot......08





TERMINALS AND CONNECTORS

Becco Terminal Assortment



THE BOX CONTAINS

- 25 Spring Clip Terminals Price 15c each—\$3.75
 25 Post Terminals Price 15c each—3.75
 25 Slot Terminals Price 10c each—2.50
 25 Eyelet Terminals Price 10c each—2.50
 25 Primary Terminals Price 5c each—1.25
 25 Fibres for 9 MM Cable.
 25 Fibres for 7 MM Cable.
 25 Brass Ferrules for 9 MM Cable.
 25 Brass Ferrules for 7 MM Cable.
 No. G176, Assortment, complete.....\$13.75

"Rajah" Terminal Assortment



This box contains 118 Rajah Terminals—98 Clip and 20 Primary—in the styles and sizes mostly used. The assortment is particularly valuable for garages, dealers and repair shops.
 No. G177, per box.....\$10.00

Handy Box



An assortment of 100 Battery Connections, 100 each of Nos. 2 and 3, and 50 each of Nos. 1 and 4 Copper Terminals, put up in a substantial wooden box. This assortment contains the proper proportions of the various sizes.

No. 9, per box.....\$9.00

Sherman Terminal and Connector Assortments

These assortments enable the dealer to purchase a complete stock on small investment. The articles included are only those in common use and quickly salable. Each assortment nicely boxed for counter display.



ASSORTMENT No. 1

Box, 11 1/2"x6 3/4"x1 1/2". Approximate weight, 3 1/2 lbs.

CONTENTS

- 250 Sheet Copper Terminals:
 50 No. 0 at 2 for 5c.....\$1.25
 50 No. 3 .022 " 1.25
 50 No. 4 .030 " 1.25
 50 No. 5 .022 " 1.25
 25 No. 7 .022 at 5c each..... 1.25
 25 No. 9 .022 " 1.25 \$ 7.50
- 150 Brass Clip and Ring Terminals
 (Assorted) at 5c each..... \$ 7.50
- 25 .235 25 .281 25 .300
 25 .325 25 .360 25 .475
- 100 Sherman Battery Connectors at 2 for 5c.... 2.50
- No. 1, Assortment, complete.....\$17.50

ASSORTMENT No. 2

Box, 6 1/2"x6 1/2"x1 1/2". Approximate weight 1 1/2 lbs.

CONTENTS

- 250 Sheet Copper Terminals:
 50 No. 0 at 2 for 5c..\$1.25
 50 No. 3 .022 at 2 for 5c.. 1.25
 50 No. 4 .030 at 2 for 5c.. 1.25
 50 No. 5 .022 at 2 for 5c.. 1.25
 25 No. 7 .022 at 5c each.. 1.25
 25 No. 9 .022 at 2 for 5c.....\$0.63
- 100 Sherman Battery Connectors. 2.50
- No. 2, Assortment, complete\$9.38





TERMINALS AND CONNECTORS—Continued

Perfection Spring Battery Connectors



Perfection Spring Battery Connector is a distinct improvement over other Spring Connectors and can be used with or without nut.

No. G182, per dozen\$0.70

Standard Battery Connectors



No. G183, per dozen\$0.70

Copper Terminals



No. 1



No. 2

No. 1, for small size Primary Cable (5/32 to 3/16).
Per dozen\$0.25

No. 2, for most of the Primary Cables (3/16 to 1/4). Per dozen35



No. 3



No. 4

No. 3, for average size Secondary Cable (5/16 to 3/8). Per dozen\$0.40

No. 4, for large Secondary Cable (7/16 to 1/2).
Per dozen50

Rajah Terminals



Rajah Clip Terminal

No. G178, per doz...\$1.20



Rajah Ball Terminal

No. G180, per doz...\$1.20



Rajah Stud Terminal

Makes Champion Terminals fit Rajah Plugs without change.

No. G179, per doz...\$1.20



Rajah Thumb Nut Terminal

No. G181, per doz...\$1.20

Clip Terminals



Clip Terminal, inside diameter, .150 for single braided and 5 mm. Primary Rubber Cable, or 3/16.

No. 10, per dozen\$0.60

Clip Terminal, inside diameter, .235 for double braided Primary Cable, or 5/64.

No. 11, per dozen\$0.60

Clip Terminal, inside diameter, .310 for wrapped Magneto and double braided Magneto Cable, or 5/16.

No. 12, per dozen\$0.60

Clip Terminal, inside diameter, .325 for Secondary and 9 mm. Rubber Cable, or 3/8.

No. 13, per dozen\$0.60

Clip Terminal, inside diameter, .400 for medium Secondary Braided Cable, or 13/32.

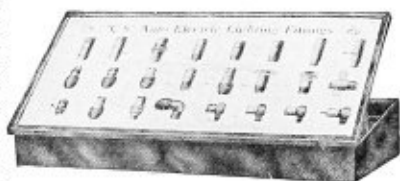
No. 14, per dozen\$0.60

Clip Terminal, inside diameter, .475 for Secondary Braided and 12 mm. Rubber Cable, or 15/32.

No. 15, per dozen\$0.60

Plug and Connector Display Cabinet

This cabinet makes an ideal "Silent Salesman" for the dealer and garageman. It does not take up much room and is attractive in appearance.



Shows full size illustrations on top of what it contains. Catalog numbers and selling prices are plainly marked and it also has a locking device. This assortment carries plugs, connectors and sockets suitable for replacement on practically every make of car, as follows:

	Each	Value
6 No. 32 Plugs	\$0.15	\$0.90
10 No. 32-C Plugs .....	.18	1.80
10 No. 321-C Plugs .....	.25	2.50
4 No. 55 Plugs .....	.25	1.00
4 No. 77 Plugs .....	.35	1.40
5 No. 32 C. P. Plugs .....	.25	1.25
10 Elbow Plugs .....	.35	3.50
2 Angle Plugs G-117 .....	.25	.75
3 Angle Plugs G-118 .....	.25	.75
3 Angle Plugs G-153 .....	.25	.75
3 Angle Plugs G-156 .....	.25	.75
4 No. 31 Receptacle .....	.20	.80
10 No. 31 C. R. .....	.25	2.50
9 No. 41 Receptacle .....	.30	2.70
4 No. 411 Receptacle .....	.35	1.40
3 No. 31-T Receptacle .....	.35	1.05
4 No. 17 Receptacle .....	.35	1.40
4 No. 451 Sockets .....	.25	1.00
6 No. 104 Receptacle .....	.20	1.20
4 No. G-232 Sockets .....	.25	1.00
3 No. G-232-S Sockets .....	.35	1.05
3 No. 105 Receptacle .....	.35	1.05
5 No. 15-S Sockets .....	.20	1.00
10 No. 5 Sockets .....	.20	2.00
10 Caps .....	.05	.50
No. G184, complete		\$34.00



PLUGS



No. 156



No. 118

- No. 156, Angle Plug for Maxwell Cars, single contact, each\$0.25
- No. 118, Angle Plug for Overland Cars, Double contact, each25



No. 153



No. 117

- No. 153, Angle Plug for Maxwell Cars, single contact, each\$0.25
- No. 117, Angle Plug for Overland Cars, single contact, each25



No. 32C



No. 185

- No. 32C, Plug and Cap, double contact, each\$0.18
- No. 32½, Plug and Cap, single contact, each18
- No. G185, Elbow Plug and Cap for Ford Car, double contact, each35
- No. G185½, Elbow Plug and Cap, single contact, each35



No. 96



No. 8

- No. 96, Rubber Plug with long inserts, double contact, each\$0.25
- No. 96½, Rubber Plug with long inserts, single contact, each25
- No. 8, Rubber Plug with short inserts, double contact, each25
- No. 8½, Rubber Plug with short insert, single contact, each25



No. 46



No. 47

- No. 46, Head Lamp Plug, Overland 1916-18, Chevrolet 1917-18, double contact, each\$0.25
- No. 47, Head Lamp Plug, Overland 1917, Chevrolet 1919, single contact, each25



No. 48



No. 49

- No. 48, Tail Lamp Plug, Overland 1916-20, single contact, each\$0.25
- No. 49, Tail Lamp Plug, Chevrolet 1917-20, single contact, each25

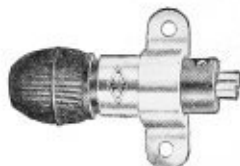


No. 321C



No. 31

- No. 321C, Plug and Cap, with two terminals for use on a car that is equipped with a single-wire system, each\$0.25
- No. 31, Plain Connector, double contact, each20
- No. 31½, Plain Connector, single contact, each20



No. 31T



No. 41

- No. 31T, Connector with capped plug and bracket, double contact, each\$0.60
- No. 31½T, Connector with capped plug and bracket, single contact, each60
- No. 41, Flanged Receptacle, double contact, each30
- No. 41½, Flanged Receptacle, single contact, each30



No. 411



No. 77

- No. 411, Flanged Connector, with plain plug, double contact, each\$0.50
- No. 411½, Flanged Connector, with plain plug, single contact, each50
- No. 77, Metal Capped Plug for use with flexible metal tubing, double contact, each35
- No. 77½, Metal Capped Plug for use with flexible metal tubing, single contact, each35



No. 17



No. 31CR

- No. 31CR, Socket with knurled cap, double contact, each\$0.25
- No. 31½CR, Socket with knurled cap, single contact, each25
- No. 17, Oil Lamp Adapter, with socket and capped plug, double contact, each60
- No. 17½, Oil Lamp Adapter, with socket and capped plug, single contact, each60
- No. 115, Double End Receptacle, cutoff con. switch, double cont.25

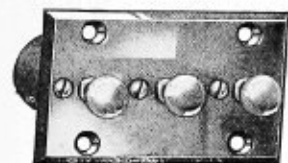


PLUGS AND SWITCHES



No. 104, Double End Receptacle, double contact, each	\$0.25
No. 104½, Double End Receptacle, single contact, each	.25
No. 186½, Double End Receptacle, with off and on switch slot, single contact, each	.25
No. 451, Double End Focusing Socket for Ford, double contact, each	.25
No. 1663, Double End Focusing Socket for Overland, double contact, each	.25
No. 1663½, Double End Focusing Socket for Overland, single contact, each	.25
No. 1664, Double End Focusing Socket for Maxwell, double contact, each	.25

Lighting Switches Type "N"



Primarily for lighting, as pulling out the button closes an individual circuit and pushing it in opens the circuit. Multiple gang switches have a common bus bar for the battery wires.

Three Gang Type "N"
Lighting Switch

This is a neat, simple and easily installed switch. All that is necessary is to bore a circular hole, or in case of a multiple gang switch, holes with ¼-inch centers.

Single Gang Lighting Switch. Size 1½ high by 1 inch wide.

No. 77Y, black, each	\$0.40
No. 83Y, nickel, each	.45

Two Gang Lighting Switch. Size 1½ high by 1½ inches wide.

No. 19Y, black, each	\$0.80
No. 17Y, nickel, each	.90

Three Gang Lighting Switch. Size 1½ high by 2¼ inches wide.

No. 10Y, black, each	\$1.20
No. 12Y, nickel, each	1.35

Four Gang Lighting Switch. Size 1½ high by 3½ inches wide.

No. 2Y, black, each	\$1.60
No. 3Y, nickel, each	1.80



Single Gang
Type "N"
Switch

Toggle Switch

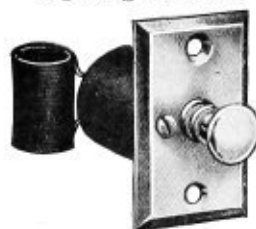


A new form of lighting switch with lever instead of button control. Lever in "up" position puts lights "on," lever in "down" position puts lights "off." Made up only as a single point switch. Standard finish, black plate with nickel lever.

No. 75Y, Single Gang Toggle Switch, black with nickel lever, each	\$0.35
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No. 73Y, nickel, each	.40
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Lighting Switches



Type 1-N With "C" Resistance

This is a single gang switch, equipped with a resistance coil for dimming purposes, to be used in conjunction with the lighting switch already on the car.

When lights are "on" pulling out button on this switch will dim them. When ordering state whether for 6 or 12 volts.

No. 76Y, with C Resistance, black with nickel button, 6-volt, each	\$0.65
--	--------

Type "ND"



This is the Universal Switch, as it can be used without change for series dimming, or to control head and side lights, or large and small bulbs in headlights. In both cases one button puts "on" or "off" the lights of the car, including the tail light.

No. 59Y, black, each	\$1.25
No. 61Y, nickel, each	1.40

Universal Yale Lock Switch

The design of this Lock Switch is such that it can be used as a replacement on any car with the exception of the Ford. Each lock is furnished with three keys, no two locks with keys alike.

Diameter, 3¼ inches.

No. 120, each	\$3.00
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Steel Base Battery Switches

These switches are metal throughout, and are suitable for all classes of low voltage work. The jaws are of spring clip contact, which makes a positive electrical connection.

No. 1, Single Throw, insulated handle	\$0.25
No. 2, Double Throw, insulated handle	.35



The Clero Push Button



No. 1, with shallow bracket for use on steering wheel spider, each	\$0.50
No. 10, with range from 1¼ to 2 inches clamping diameter, each	.50



PUSH BUTTONS

Tip-Top Push Buttons



Flush Type Mounting



Fore-Door Mounting

- No. 8106B, Fore-Door type, each.....\$0.60
 No. 8106F, Flush type, each......60

These special models (both single and two-wire connection) are for use on spark advance levers. Constructed to fit any standard lever.



- No. 8200A, grounded on single wire type, each...\$0.60
 No. 8321B, single wire, special, each......60
 No. 8106A, two-wire type, each......60



Steering Wheel Push Button

This button should be placed with its edge about $\frac{1}{4}$ inch from the rim of the steering wheel on the right hand side, so that its top is within easy reach of the thumb.

- No. 8106C, each.....\$0.60

Universal Push Button

Button shell is finished in black enamel, and the top is black composition. Easily wired and connected.

- No. 8540, each....\$0.30



Apco Horn Button

Simply remove the nut in the center of the steering wheel on Ford cars and the Apco button is threaded on in its place. Each button is packed in a box.

- No. 138, each.....\$0.50



Ford Steering Column Switch

This unit exactly meets the demand for high-grade and dependable replacement for the regular Ford Steering Column Switch. It has the same functions as the regular Ford equipment, controlling warning signal and putting the lights Off, Bright and Dim.

- No. 25Y, black finish only, each.....\$0.40



Horn Button



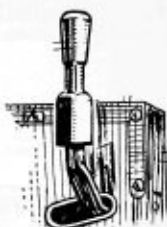
This Horn Button extends the gas lever on a Ford and puts the horn button at the end of the gas lever, within easy reach at all times. Finished in full nickel, packed ten to a box. Weight in box, 2 lbs.

- No. 9, each.....\$1.00

Door Handle Extension

For Chevrolet and Fords. Slips right on over regular door handle. Quickly installed. Made of aluminum, highly polished. A display card is furnished free with each dozen.

- No. G-761, for Fords, each....\$0.20
 No. G-762, for Chevrolets, each..20



Airco Ignition Gauges

Quickly and Accurately Solve Ignition Troubles.

The Airco Ignition Gauge enables anyone to instantly detect faulty spark plugs, and to unerringly spot short-circuits and current leaks in the high-tension wiring between the plugs and the magneto.

The gauge is three inches long and as light as a pencil. It has a cylindrical, hard rubber insulating shell with a nicked control cap at one end and an observation window in the side. Within the shell is a glass tube of Neon gas which is extremely sensitive to electricity, and becomes luminous when high-tension current is passed through it.

Every car owner should have one.



An attractive five-color counter card is furnished free upon request with initial orders for one dozen gauges. Four color sales folders are also supplied.

- No. G-681
 Each
 \$1.00



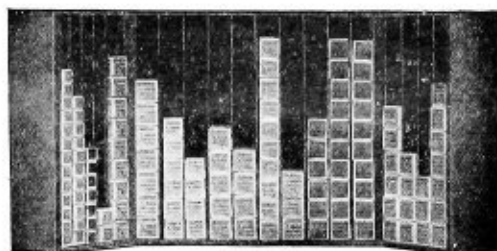
SPARK PLUGS

The Champion Spark Plug Merchandiser

The New and Modern Way of Merchandising Champion Spark Plugs



Front View



Rear View

This case with the car index Chart attached, enables any clerk to select instantly the proper size and type of spark plug that is requested for any passenger car, commercial car, tractor, motor cycle, motor boat and farm and stationary engines. This Merchandiser is adapted for use on your counter, show case, or shelf; and it occupies but little space compared to the complete assortment that it carries. It is finely finished, and is an ornament to any store or counter—made of

metal, and each compartment will hold an original package of spark plugs. It takes but a moment to take a record of your sales or stock on hand. Conveniently arranged for quick sales, and will increase your Champion Spark Plug business.

This Champion Merchandiser will be delivered to you with a full assortment of 100 Champion Spark Plugs, representing the leading types that are in constant demand.

Assortment A

Champion Spark Plugs

30— $\frac{1}{2}$ Inch	.....X
10— $\frac{1}{2}$ Inch Long	.....X Long
10— $\frac{3}{8}$ Standard	.....1
10— $\frac{3}{8}$ Standard	.....2
10— $\frac{3}{8}$ Regular	.....3
10— $\frac{3}{8}$ Long Body Regular	.....4
10— $\frac{3}{8}$ Long Regular	.....5
10— $\frac{3}{8}$ Long Standard	.....6
100 Total	

Suggested
Assort-
ments.

Assortment B

(For Ford and Fordson Tractor Agents.)

Champion Spark Plugs

70— $\frac{1}{2}$ Inch	.....X
30— $\frac{1}{2}$ Inch Long	.....X Long

Assortment C

(When Dealers are agents for two or more cars, the order for 100 Champion Spark Plugs should be assorted according to the sales on each make of car.)

Order must Specify one of the above Assortments to secure the Merchandiser

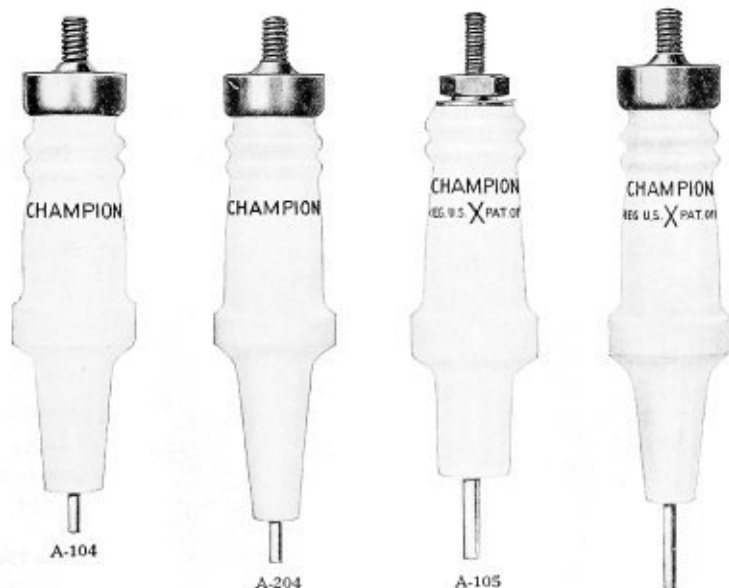
CHAMPION DOUBLE RIBBED CORES.

Champion Gaskets



Patented copper, asbestos lined gaskets, an exclusive feature on all CHAMPION Spark Plugs.

Price each, 4c.



Gaskets
furnished with all Cores.

Cores	Plug Type	Price
A-103	No. 2-A43; No. 4-AB43;	
A-13;	A-63	\$0.40
A-104	No. 1-A44;	
	A-14; A-64	.40
A-105	X-A15	.30
A-205	X Long-A25	.30

Cores	Plug Type	Price
A-204	No. 3-AB44; No. 5-AA54;	
	No. 7-A24	\$0.40
A-304	A-34	.40
A-503	No. 6-A53	.40
B-103	B-43	.40
H-104	H-14; H-44	.40



SPARK PLUGS—Continued
THE SEVEN BLUE BOX TYPES.



No. 1
 $\frac{7}{8}$
 Standard
 A-44



No. 3
 $\frac{7}{8}$
 Regular
 AB-44



No. 4
 $\frac{7}{8}$
 Long
 Body
 Regular
 AB-43
 —
 Price 75c

No. 1 and No. 2

No. 3

No. 4

CHAMPION

Dependable for Every Engine.



No. 5
 $\frac{7}{8}$
 Long
 Regular
 AA-54
 —
 Price 75c



No. 6
 $\frac{7}{8}$
 Long
 Standard
 A-53

No. 7
 $\frac{1}{2}$ Inch
 Long
 Standard
 A-24
 —
 Price 75c



No. 5

No. 6

No. 7

The complete dependability of Champion Spark Plugs is made absolutely certain by careful manufacture to correct design, with exacting laboratory tests more severe than the plug will ever undergo in actual service.



SPARK PLUGS—Continued

Standard equipment on Ford Cars, Trucks and
Fordson Tractors.

Continuously used since 1911.



X

"X"

1/2 Inch

A-15

For Ford Cars
and Trucks

Price 60c

"X" Long

1/2 Inch Long

A-25

For Ford Cars, Trucks
and
Fordson Tractors

Price 60c



X Long

CHAMPION

Dependable for Every Engine.

Special Types.

1/2 Inch

Standard A-13

Standard A-14

1/2 Inch-Ex. Long

Standard A-34

7/8

Regular B-43

S. A. E. J-43

Regular JA-43

Long Body Regular JB-43

7/8 Long

S. A. E. J-53

Regular JA-53

Metric

Standard A-63

Standard A-64

"J" Types—One Piece.

Price 75c.



Priming

1/2 Inch

H-14

7/8

H-44

Price \$1.00

An all-year-
round plug
for Farm and
Stationary
Engines.
A Time and
Battery Saver

Gibson Spark Plugs



FORD SPECIAL

Designed primarily for Fords and Fordson motors, but also gives excellent service in several other cars that take $\frac{1}{2}$ -inch plugs.

Each - - \$0.60



METRIC

Each - - \$0.75



$\frac{3}{8}$ -IN. EXTENSION

For such cars as the Buick, Overland, Chevrolet, Nash and others taking special $\frac{3}{8}$ -in. plugs. Specify for car desired.

Each - - \$0.75

GIBSON Spark Plugs are of high quality and will give long, dependable service. These plugs are made for us by a large and reliable manufacturer and are guaranteed to give satisfactory service or replacement will be made. We are able to offer Gibson Spark Plugs at a price that enables every dealer to make a good profit. Our prices to the trade are unusually low because our purchases are made on a commodity basis and there is no heavy advertising or sales expense to necessitate a price such as is asked for many other plugs of no better quality.



Attractive Packages

Gibson Spark Plugs and Gibson Porcelains are packed in individual containers, 50 and 100 plugs to a large corrugated carton. At the attractive prices extended dealers should by all means buy Gibson Spark Plugs by the carton, taking advantage of the best prices.

Gibson Spark Plugs



3/8-In. REGULAR
Each \$0.60



PORCELAIN
Each \$0.30



3/8-In. S. A. E.
Each \$0.75

GIBSON Spark Plugs are of high quality and guaranteed to give satisfactory service or replacement will be made. The porcelains are lathe turned from a blend of imported china and ball clay sand made for us by one of the oldest and most reliable manufacturers of electrical insulators. The center stem is turned from special natural alloy and positively will not fuse, burn down or warp. High quality oversize compression gaskets are used. All shells and metal parts are turned standard to S. A. E. specifications.

Our porcelains are practically unbreakable from heat, strain or vibration. They are made for us by one of the largest and best known manufacturers of porcelains in the country. Gibson Porcelains are turned, not moulded, thus insuring against the slightest variation.





SPARK PLUGS—Continued

AC TITAN AND CARBON PROOF SPARK PLUGS



*Cadillac
*Chalmers
*Hupmobile
*Maxwell



*Buick
*Chevrolet
*Haynes 75
*Kissel-Kar



Spark Plugs

*The Standard Quality
Plugs of the World*

Price, \$1.00 each



*Chandler
*Willys-
Knight



*Dodge
Brothers
Cunningham
*Hanson Six
Rickenbacker



*Durant Six
*Apperson
*Marmon
*Stearns-
Knight
Studebaker



*Durant Four
*Nash to '20
*Nash Six 1923
*Saxon
*Oakland
*Oldsmobile

AC Carbon Proof Plugs are now made in all sizes and types, and are recommended for Winter driving and oil pumping engines.

This makes it possible to do a greater spark plug business in Winter than ever before.



*Dort Six
*Elgin
*McFarlan
*Nash Six
'21-'22
*Nash Four



*Henderson
Motorcycles

Consult Chart for full list that use the various AC Plugs.



*Dusenber
*Essex
*Hudson
Wills-St-
Claire



White Trucks
*Ace Cycles
*Excelsior
Motorcycles

Over 300 manufacturers of cars, trucks and tractors use AC Plugs year after year.



Reo
Flour City
Tractors



*Falcon
Studebaker
to '20
*Overland 4



SPARK PLUGS—Continued

AC 1075 FOR FORDS

AC QUICK SELLER



1/2" Regular
Size Only



Spark Plugs

The Standard Quality
Plugs of the World



The best plug ever designed for the Ford engine. Spring terminal clip permits wire to be instantly detached and re-connected while motor is running, facilitates testing spark plug or coil. No nut to be unscrewed or lost. Electrode design forms a natural drain so that no oil can lodge in spark gap. Carbon proof porcelain with its high temperature fins attains sufficient heat to burn away oil deposits, thus offering effective resistance to carbon.

Bushing screws out to take plug apart.

Price75c Each

Extra Porcelain and gasket.....35c Each

A high grade, well made and attractively finished sales cabinet. It takes up little counter space yet keeps stock at your finger tips. A chart gives complete information as to the proper plug for every type of motor. Enables you to see at a glance when your stock of plugs is getting low, so that you can reorder before running out. A complete tie-up with AC National advertising. Ask our salesman or write us how you can secure one.

Large size, holds 140 Plugs, 18" high, 14 1/2" wide. Shipped from Jobber's stock.

Junior size, holds 50 Plugs, 11 1/2" high, 10 3/4" wide. Shipped from Jobber's stock.

AC 1075 size, holds 50 Plugs, 11 1/2" high, 10 3/4" wide. Shipped from AC factory.

Chevrolet size, holds 50 Plugs, 11 1/2" high, 10 3/4" wide. Shipped from AC factory.

AC TWO-PIECE CARBON PROOF SPARK PLUG

Price, \$1.25 each

Separate Porcelain
and Bushing, 75c.

12ACTP



12LACTP



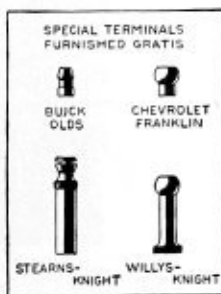
78ACTP



78LACTP



Equipment on many trucks and tractors. See Equipment List.



Equipment on many trucks and tractors. See Equipment List.



SUNDRIES

Walden Double End Spark Plug Wrenches



Pressed steel; case-hardened; two sizes in one.
 No. 2933, 29/32 inch—1 and 1/32 inch, each.....\$0.55
 No. 2937, 29/32 inch—1 and 5/32 inch, each......55
 No. 3137, 31/32 inch—1 and 5/32 inch, each......55
 No. 2931, 57/64 inch—61/64 inch, each......55

Spark Plug Brush



A very handy article to clean your spark plugs with. Has strong wire for grease and dirt, bristle hair for finer parts and two tempered thin flat steels with which to reach inaccessible parts.
 No. G174, each.....\$0.25

Repair Tags

FORM 40		PARTS USED	
Repair Tag No. B. 786		TIME TICKET	
STATION	DATE	NO.	QUANTITY
Greenville	April 18/18	1	3-1 Bender
Greenville	April 18/18	1	1-1/2 Bender
Greenville	April 18/18	3	Bolts
Greenville	April 18/18	1	Bundy Bumper
Repairs Wanted		TOTAL PARTS 19.60	
Check on P. F. Bender Bundy Bumper Bandy Bolts Clean Car Ad. Emergency Brake Bandy Bumper Bolts		TIME TICKET NO. 19.60 DATE 4/18/18 TIME 4:00 PM TOTAL TIME 4:00	
Date Paid to: April 17, 1918 Owner Sign Here: Henry Clay Address (Home): Greenville Phone Number: 11-11 YES NO CAR RECEIVED: April 17, 1918 BY: Henry Clay		TOTAL CHARGES 19.60 19.60 TOTAL 39.20	
AUTOMOBILE REPAIR CHECK No. B. 786d PRESENT THIS CHECK WHEN CASHING FOR CASH Date Paid to: April 17, 1918 ALL REPAIRS ARE CASH RESPONSIBLE FOR LOSS BY FIRE OR THEFT			

This Repair Tag is 4 inches wide by 10 inches long. It is printed on both sides and has sufficient room for general repair instructions. The form is complete, containing all information necessary for the repair order in the shop. On the back the blank space can be used for "parts used" and "time" entries.

Form 40, Repair Tag

100 Lots.....\$1.75	1000 Lots.....\$ 8.50
250 Lots.....3.25	2500 Lots.....30.00
500 Lots.....5.25	5000 Lots.....57.00

Printing name and address on claim checks, \$1.50 per 1,000 extra. If less than 1,000 are ordered the cost will be \$1.50.

Protexall Work Suits

One-Piece Overall Suit

No. 116—This Protexall one-piece suit has the exclusive one-piece back design, coupled with the patented Protexall Spring-Back that makes allowance for bending and stooping, making impossible to pull or bind. Reinforcing belt stitched around body for strength and appearance. Full pocket equipment, three-way collar, two-button cuff. All buttons covered by fly to protect polished surfaces, open in front from neck to crotch; double stitched and felled, no raw edges. Material the very finest, closely woven, fast color Government khaki.

No. 116—Work Suit, 34 to 44-inch, each.....\$5.00

No. 116—Work Suit, 46-inch, each.....5.25

No. 116—Work Suit, 48-inch, each.....5.50



Work Suit

Special Service Suit

No. 126—Special Service Suit, made of heavy army duck—same as used by Government in shelter tents—in khaki color, same style as No. 116. This material is extra long wearing and shrinks very little.

No. 126—Special Service Suit, 34 to 44-inch, each.....\$6.00

No. 126—Special Service Suit, 46-inch, each.....6.25

No. 126—Special Service Suit, 48-inch, each.....6.50

Service Coat

No. 757—Though designed primarily for comfort and service, this garment is also neat and stylish. Full cut, knee length and belted, as shown in illustration above. Highest grade Government dyed olive khaki. Convertible collar, roomy pockets, seams double stitched and felled—no raw edges. Affords thorough protection against grease and dirt.



Service Coat

No. 757—Service Coat, 31 to 44-inch, each.....\$5.00

No. 757—Service Coat, 46-inch, each.....5.25

No. 757—Service Coat, 48-inch, each.....5.50

Name-on-Back Service

These are an exceptionally good advertising medium. Most garage owners and car owners are glad to pay the small amount extra that is charged for the lettering.

2-inch block letters, each.....\$0.04

2 1/2-inch block letters, each......05

All Monograms, each......50





TIMERS

Gibson Timers for Fords



Gibson Timers are constructed along approved lines and are very reliable. Contacts are hardened and set in special high grade fibre. Rollers are of steel and accurately ground. Specify left or right hand drive.

G733, Timer complete, each \$2.00
G-733-R, Rotor only, each .50

Milwaukee Timers for Fords

These Timers have been known to the trade for years and are considered standard. Due to the many valuable and exclusive features, the demand has increased each year.



Designed especially for the Model "T" Ford and will fit all Fords since the late 1912 model.

One-piece case of high-grade steel, lathe turned and ground. The carrier is a bronze casting fitted with wide, hardened steel roller.

No. FT18, Timer complete, for L. H. Drive Fords, each \$2.00
No. FT18½, Timer complete, for R. H. Drive Fords, each 2.25
No. FT19, Brush assembly .70

Red Star Timers for Fords



Red Star Timers are packed in a counter display carton containing twelve timers each. The roller is of 100 point carbon tool steel, accurately tempered. The bushing on which the roller rotates is of chrome nickel steel. The race is of selected fibre. Specify left or right hand drive.

No. G-784 each \$2.00

Anco Shortproof Timer for Ford

No roller. No fibre commutator ring to gum up with oil and dirt and cause short circuits. Nothing but a hardened steel brush with gentle wiping contact against the four rigid steel contact points; perfectly insulated and securely anchored to timer shell.



No. G572, each \$2.50
No. G573, For Fordson Tractor, each 2.50

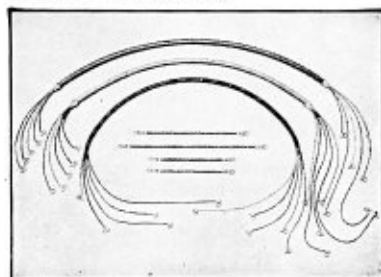
Spad Timers for Fords



Spad Timers assure a better spark, more power, less carbon. They are absolutely free from oil and unaffected by a wobbly cam shaft. The shell lasts indefinitely. The rotor and brushes have an average life of one year and can be quickly replaced. The shell is moulded of a fine Magneto material which has four brush holders. Each holder contains a copper carbon brush to which is firmly soldered a phosphor bronze spring. The rotor is of a high grade insulating material into which is moulded the contact plate. Specify left or right hand drive.

No. G-785, each \$3.50

Ford Wiring Sets



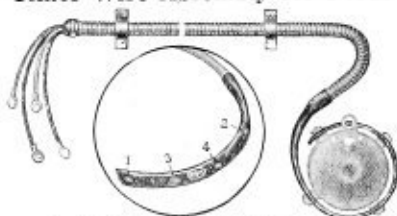
Wiring Assemblies for re-wiring ignition systems complete with spark plug wires. Cables are enclosed in a flexible oil-tight metal conduit with rubber enclosed ends, and all wires are finished and provided with copper terminals.

The five wire manifold provides for a wire to connect to the electric head lamps. Each
No. 702, Wiring Set, 5-wire braided type No. 2 \$1.00
Spark plug wires not included.
No. 721, Wiring Set, 6-wire braided type No. 2 1.00
Spark plug wires not included.
No. 706, Wiring Set, 5-wire loom covered type No. 2 1.25
Spark plug wires not included. Per set
No. 800, Spark Plug Wire Sets, 4 to set .50
Packed in individual carton. Each
No. 801, Single Spark Plug Wire, No. 1 wire, 14½ inches long, Ford No. 5026 .15
No. 802, Single Spark Plug Wire, No. 2 wire, 10½ inches long, Ford No. 5027 .15
No. 803, Single Spark Plug Wire, No. 3 wire, 7 inches long, Ford No. 5028 .10
No. 804, Single Spark Plug Wire, No. 4 wire, 7 inches long .10

FOR FORDSON TRACTOR

No. 720, Wiring Set, 4-wire for Fordson tractor 1.00
Spark plug wires not included. Per set
No. 808, Spark Plug Wire Sets for Fordson Tractor in individual carton .60
No. 825, Magneto to Coil Box Wire, 10½-inch .15
No. 830, Lamp to Lamp Wire with Soldered Ends, 40-inch .15
Per ft.
No. 830, Special High-Tension Cable, cotton covered .08
Oak glazed brand No. 18 gauge stranded copper 3/32 insulated rubber to cover.

Timer Wire Assembly for Fords



Fits any make of timer of standard shape for Fords. Affords protection for the wires from oil and water. Assembly is built up of flexible metal hose encasing four insulated wires. At the timer end the cords are enclosed in fabric, wires being permanently connected to eyelet terminals spaced to fit timer terminal studs. Packed in individual cartons.

No. 200, Five wire standard \$1.50
No. 201, Six wire 1.75



HEAD LAMPS

Drum Shaped Head Lamps

Universal Bracket

Recently designed to meet the present-day demand for a distinctive and unusual type head lamp.

Body is drawn in one piece from suitable gauge metal. All plated parts made from brass, highly polished and finished and absolutely rustproof.

Bracket is universal type for attaching to fenders, adjustable for throwing lamp up or down, or to right or left. Enables dealers to carry in stock a lamp that will answer for replacement calls on such cars as Buick, Chandler, Cleveland, Hudson, Studebaker, Chevrolet, Hupmobile, Overland, etc.

Reflector is parabola shaped, made from brass, highly polished and plated, fastened securely to prevent rattle.

Bulb is 21 c. p., 6-8 volt, type "C," double circuit, unless otherwise specified. Where dimmer bulbs are desired, single circuit wiring system will be furnished. Outside focusing device, bulb easily adjusted from rear of lamp. Diameter of door, 9 inches.

Can also be furnished with two side props for forked brackets, and special bracket for Dodge cars. Specify type of brackets required.

No. 8N—All nickel, pair \$17.00
No. 8—Black and nickel, pair 12.00

Drum Shaped Lamps for Fords

Designed especially to answer the demand for a high grade, distinctive type head lamp for Ford cars. Front rim nickeled, balance black.

Body is drawn in one piece from suitable gauge metal. All plated parts made from brass, highly finished and absolutely rustproof.

Bracket is special forging, single bracket support for attaching to all cars manufactured since 1915. Also constructed so lamp can be adjusted either up or down on car.

Reflector is parabola shaped, from brass, highly polished and plated, fastened securely, preventing rattle.

Bulb is 15 c. p., 9 volt, double circuit. Can be furnished with dimmer bulbs, single circuit, 6-8 volt. Outside focusing device, permitting of quick focal adjustment. Diameter of door 9 in. Finished in either all nickel or black and nickel.

No. 352N—All nickel, pair \$15.00
No. 352—Black and nickel, pair 10.00

Roll Door Electric Head Lamp

An advanced style in which the latest improved construction is used in each detail.

Diameter of door 11 1/2 inches—diameter of glass, 9 1/2 inches—opening in door, 9 inches. Bayonet fastening on door and positive locking push button.

Reflector is true parabola, 10 1/2 inches in diameter. Packing between reflector and glass makes lamp dust and rattle-proof.

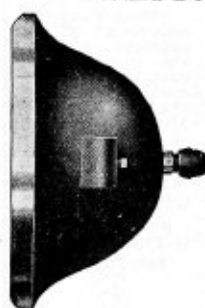
Seventeen candle power, 6-8-volt, double contact bulbs, unless otherwise specified.

Enamel is baked on at such a high temperature that it unites with the steel.

Standard case 18 pairs
Domestic shipping weight 250 lbs.
Export shipping weight 338 lbs.
Finish Black
Prop centers 8 1/2 inches

No. 1119, per pair \$12.00
No. 1119DB, same as above, with double bulb 13.50

Round Door Electric Head Lamp



For use on all 1915 and earlier Fords. Also on other small cars. Diameter of door is 9 3/16 inches—diameter of glass, 9 inches—opening in door, 7 1/2 inches.

Reflector is true parabola, 9 1/16 inches in diameter, silver plated and polished, held firmly in body of lamp. Packing between reflector and door prevents rattle and keeps out dust.

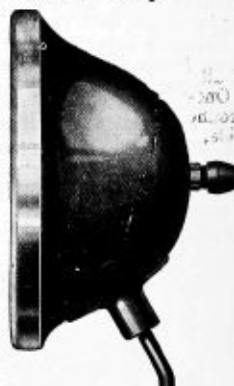
Seventeen candle-power, 6-8-volt, double contact bulbs regularly furnished. Nine-volt bulbs can be furnished for use on Fords.

Enamel is baked on at such a high temperature that it unites with the steel.

Standard case 18 pairs
Domestic shipping weight 215 lbs.
Export shipping weight 303 lbs.
Finish Black
Prop centers 7 in.

No. 916, per pair \$6.50
No. 916DB, same as above, with double bulb 8.00

Round Door Electric Head Lamp



A lamp to replace the ones used as regular equipment on late model Fords.

Diameter of door is 9 3/16 inches—diameter of glass, 9 inches—opening in door, 7 1/2 inches.

Reflector is true parabola, 9 1/16 inches in diameter, silver plated and polished, held firmly in body of lamp. Packing between reflector and door prevents rattle and keeps out dust.

Fifteen candle power, 9-volt, double contact bulb regularly furnished.

Enamel is baked on at such a high temperature that it unites with the steel.

Standard case 18 pairs
Domestic shipping weight 215 lbs.
Export shipping weight 303 lbs.
Finish Black
Prop Single

No. 916F, per pair \$7.00
No. 916FDB, same as above, with double bulb 8.50

Flat Door Electric Head Lamp



A style similar to the above, but smaller in diameter and with same details of construction.

Diameter of door, 10 1/2 inches—diameter of glass, 8 1/2 inches—opening in door, 7 1/2 inches.

Case hardened springs at top and bottom hold door securely in body. Door released by push button lock.

Reflector is true parabola, 9 1/2 inches in diameter, with packing between it and door preventing rattle.

Seventeen candle power, 6-8-volt, double contact bulbs, unless otherwise specified.

Enamel baked on at such a high temperature that it unites with the steel.

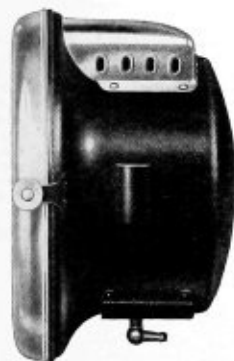
Standard case 18 pairs
Domestic shipping weight 240 lbs.
Export shipping weight 328 lbs.
Finish Black
Prop centers 7 1/2 in.

No. 1020, per pair \$10.00
No. 1020DB, same as above, with double bulb 11.50



HEAD LAMPS—Continued

Gas Head Lamp



You will note from the illustration that this lamp is of the close coupled type universally in favor.

Door 10 1/16 inches in diameter—diameter of glass 8 11/32 inches—opening in door, 7 1/2 inches. The door, when closed, is positively locked with a knurled nut.

Six-inch mirror securely fastened in body of the lamp. No silver-plated reflector fitted in door unless specified.

Props are firmly fastened to body of lamp and reinforced so they cannot break out.

Enamel is baked on at such a high temperature that it unites with the steel.

Standard case18 pairs FinishBlack
Domestic shipping wt.....280 lbs. Prop centers84 in.
Export shipping wt.....368 lbs.

No. 10, per pair\$10.00

Gas Head Lamp

A lamp of special design for use on small cars, including the early model Fords, which did not have electric lamps.

Door is 9 inches in diameter—diameter of glass, 7 inches—diameter of opening in door, 6 1/2 inches. Door is locked positively with knurled nut.

5 1/2-inch mirror securely fastened in body of the lamp. No silver reflector fitted in door unless specified.

Props are firmly fastened to body of lamp and reinforced so they cannot break out.

Enamel baked on at such high temperature that it unites with the steel.

Standard case18 pairs FinishBlack
Domestic shipping wt.....265 lbs. Prop centers7 in.
Export shipping wt.....353 lbs.

No. 9, per pair\$9.00



Electric Search Light for Trucks



Exceptionally well made of heavy steel for truck use. High-grade hard wood handle.

Bracket is universal, permitting light to be thrown in any direction. Securely fastened to body of lamp and reinforced to prevent breaking out.

Reflector is true parabola, silver plated and polished. Packing between reflector and glass prevents rattle and keeps out dust.

Bulb is 21 c.p., 6-8 volt, double contact, unless otherwise specified.

Enamel is of very highest grade.

Standard case12 lamps FinishBlack
Domestic shipping weight.....200 lbs. Diameter of door...10 in.
Export shipping weight.....290 lbs.

No. 11-ES, each\$10.00



Gas Search Light for Trucks

The lamp itself is similar to the No. 10 described on preceding page. All parts are made of heavy steel to withstand vibration.

Bracket is universal, permitting light to be thrown in any direction. It is securely fastened to the body of the lamp.

6-inch mirror securely fastened to body of lamp. No silver reflector furnished unless specified.

Enamel is baked on at such a high temperature that it unites with the steel.

Standard case12 lamps FinishBlack
Domestic shipping weight.....220 lbs. Diameter of door...10 in.
Export shipping weight.....310 lbs.

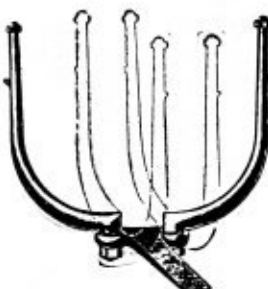
No. 11-GS, each\$10.00

Crescent Victory Burners

Crescent Victory Burners are made of German lava by American labor of highest skill; 1/2, 1, 2, 3 and 1 foot. Specify size desired.

No. G412, with knurled pillar, each\$0.35

No. G413, with hex. pillar, each35



Head Light Brackets

Adjustable Lamp Bracket, malleable iron, japanned finish.

No. 320, per pair\$2.35

Adjustable Lamp Brackets

Malleable iron, japanned finish.

No. 323, per pair\$2.00



Lens Wire Assortment



This assortment will take care of practically every replacement need. Packed in strong clasp envelope, containing one dozen enameled super-spring wires, very handy for dealer or garage man.

No. 101, assortment.....\$1.20

TAIL LAMPS

Electric Tail Lamp for Late Fords



Special bolt and nut construction making this lamp suitable for use on 1915 and later model Fords.

The deep red lens, 3 inches in diameter, assures adequate light. Lens is securely held in place by wire ring, which can be removed with the fingers when it is necessary to replace the bulb.

Bulb is 2 c. p., 6-8 volt, double contact, unless otherwise specified. Plug is of plunger type keeping spring tension on bulb at all times.

Enamel is baked on at such a high temperature that it unites with the steel.

Standard case.....500 lamps FinishBlack
 Domestic shipping weight.....347 lbs. Outside diameter.....3 1/2 in.
 Export shipping weight.....432 lbs.

No. 49J, each\$1.00

Electric Tail Lamp

A neat appearing tail lamp which can be used on any car. The bracket will fit either flat or round props.

The deep red lens, 3 inches in diameter, assures adequate light. Lens is securely held in place by wire ring, which can be removed with the fingers when a change of bulb is necessary.

Bulb is 2 c. p., 6-8 volt, unless otherwise specified, and is held securely in socket. Plug is of plunger type.

Enamel used is of highest quality.



Standard case500 lamps FinishBlack
 Domestic shipping weight.....375 lbs. Outside diameter ..3 1/2 in.
 Export shipping weight.....463 lbs.

No. 361, each\$1.00

Electric Tail Lamp with License Bracket



A combination Tail Lamp and License Holder combined. Specially designed to meet the most exacting tail light laws. Lamp is equipped with a glass cylinder through which the light projects, illuminating the entire license plate. Fastened to car with two screws. Bulb is 6-8 volt, 2 c. p., either double or single circuit. When ordering please specify.

No. 33, each\$2.09

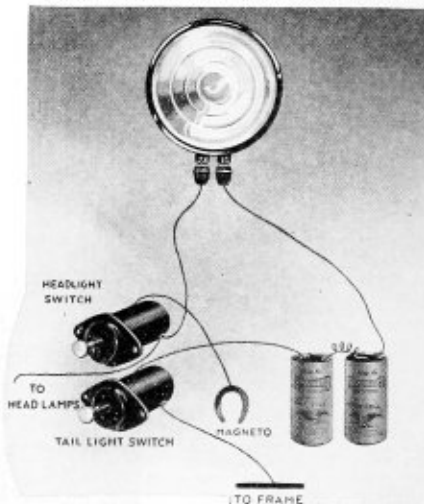
Electric Tail Lamps



This type of lamp has two 1/4-inch bolts for fastening it to the special license brackets used by automobile manufacturers. Bulb socket attached to rear of body as shown permits pyralin window being used on either side or on the bottom, making it a very universal lamp. B Mazda, G 6 bulb, 2 c.p., 6-8 volt, double contact, unless specially ordered single. Diameter of ruby glass, 3 inches; packed in individual cartons.

No. 49D, each\$1.00

Double Bulb Tail Lamp Outfit



This special lamp is 3 inches in diameter, and is equipped with two bulbs, one an 18-24 volt, 2 c. p., which is lighted direct from the magneto when the car is running, the other, a 2-volt bulb, which is lighted by two dry cells when engine is idle.

The outfit includes the special two-bulb lamp, a sufficient length of good cable to make all connections, a special switch, terminals, etc., in fact, everything necessary but the dry cells.

Each outfit in an individual carton properly marked.

No. 32SO, Outfit complete\$2.59



Ford Tail Lamps

Oil Tail Lamp, all black finish, with special stud bolt and nut on back to fit 1915 and later Fords.

No. 624, each\$2.50

In ordering for export, specify whether right or left-hand fender.



Oil Font for Ford Lamps

Furnished complete with burner for regular Ford side and tail lamp.

No. 6599X, each\$0.90

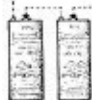


SIDE LAMPS



Side and Tail Lamp Assembly for Ford Cars

THIS CONNECTION
USED WHILE
RUNNING.



The two side lamp bulbs and one tail lamp bulb are a special low voltage, wired direct to the dry cells, giving an efficient signal while car is standing. The other tail lamp bulb is a high voltage, wired direct to the magneto, using the head lamp switch now on the car. When head lamps are turned on the switch also operates the tail lamp, giving a bright signal while your engine is running.

Each outfit packed in individual cartons, complete with wiring diagram for installing. Necessary wire, switch and terminals for installing. Packed in cases of 24 outfits. Weight per case, 90 lbs.

No. 21-35, each\$6.50

Side Lamps



No. 426



No. 626

No. 426—Oil Side Lamp, height 8 1/4 inches, body 4x4 1/2, fitted with red jewel in rear, finished all black, per pair\$5.00

Ford No. 626 Side Lamps

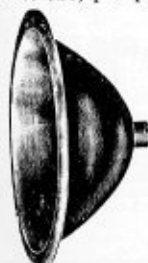
Oil Side Lamps, all black finish, with special stud bolt and nut on back to fit 1915 and later Fords. Specify for right or left-hand fender.

No. 626, per pair\$5.00

Insert for Ford Cars

The Indiana Insert for Ford Head Lights. This is a brass, silver-plated shell that slips right in over the surface of the regular Ford Reflector, so that one wishing to renew his Ford Reflector can slip this insert in, and of course, as it is made of brass, it will never rust.

Per pair\$2.70



Roll Door Electric Side Lamp

Designed for use on small cars, including early model Fords.

Diameter of door, 4 1/2 inches—diameter of opening, 3 1/2 inches, fitted with 4-inch white semaphore.

Brackets will fit either flat or round props. Black finish.

Bulbs 2 c. p., 6-8 volts.

Standard case90 pairs

Domestic shipping weight280 lbs.

Export shipping weight368 lbs.

No. 370, per pair\$4.50

For Late Model Fords

The same in design and construction as lamp above described, but with bolt and nut for late model Fords.



No. 372

Standard case72 pairs

Domestic shipping weight280 lbs.

Export shipping weight365 lbs.

FinishBlack
Carton contains1 pr.

No. 372, per pair\$4.50



No. 6585-X

No. 6585X, Single
Bulb Reflector,
1915-21 Fords,
each \$1.20



No. 6585-BX

No. 6585BX, Double
Bulb Reflector,
1920-21 Fords,
each \$1.20

Head Light Doors for Ford

Furnished with glass for regular Ford electric head light.

No. 2, each\$0.80

Furnished without glass for regular Ford electric head light.

No. 3, each\$0.65



Inlaid Doors for Ford Head Lights

Each

No. 56—Inlaid Doors for Ford
Head Light, with glass\$1.00

No. 56A—Inlaid Doors for
Ford Head Light, without
glass75





STOP SIGNALS AND PARKING LAMPS

Gibson Stop Lights



Equipped with special switch that makes it possible for driver to give instant warning by simply applying pressure on brake pedal. Each signal comes complete in carton with necessary wire, switch and installation instructions.

No. G704, complete \$2.50

Globe Stop Signals

Every Globe Stop Signal is packed in a corrugated carton with switch, wiring, connections, bolts and instruction sheet ready to install. The switch used is water-proof, fool-proof and is fully guaranteed. A highly polished nickel-plated reflector intensifies the light. The shell is finished in bright lustrous black enamel and fitted with a highly polished lens retaining ring, thereby improving the appearance of the signal.

No. DL-500, complete \$3.00



Combination Tail and Stop Light

A stop signal and tail light combined. Has the same features as the stop signal described above, but in addition serves as a tail light. Has 2 c. p. bulb for tail light and 18 c. p. bulb for stop-light.

Type M, complete \$5.00



Arrow-Lights

This signal not only flashes the word "Stop" when a driver applies his brake prior to slowing down or stopping but also indicates whether driver is turning left or right. Word "Stop" works automatically from brake. "Right" and "Left" arrow is operated from two buttons or levers mounted on the steering wheel. Full instructions for installation in every package. Light is black enamel finish, nickel-plated rims, 21 c. p., 6-8 volt lamp. Complete with wire, switches, etc.



No. DL-900, each \$9.75

Stop-Light



Harmonizes particularly well with the lines of certain types of autos. Drum shaped, equipped with armored cable. Absolutely automatic, flashing a warning "STOP" the instant the brake pedal is pressed to slow down, stop or turn.

No. 500, each \$4.50

Parking and Stop Light

A combination Parking and Stop Light. Parking Light is operated from an independent switch on the dashboard. Drum shaped and equipped with armored cable.

No. 600, each \$7.00



For Export Trade either of above can be supplied with the words "Pare" or "Alto" instead of "Stop."

This signal not only flashes the word "Stop" when a driver applies his brake prior to slowing down or stopping, but also indicates whether driver is turning left or right. Word "Stop" works automatically from brake. "Right" and "Left" arrow is operated from two buttons or levers mounted on the steering wheel. Full instructions for installing in every package. Light is black enamel finish, nickel-plated rims, 21 c. p., 6-8 volt lamp. Complete with wire, switches, etc.

No. DL-900, each \$9.75

C-S Parking Lamp

Designed to mount on the front left fender, showing a white light to the front and a red light to the rear.

One two-candlepower bulb furnishes all the light necessary on a car when parked, a considerable saving on the battery.

This lamp is all brass, the lenses being white and ruby jewels. It has a self-contained switch and is easily installed. Finish, either black or nickel. Price, each \$1.60



Parking Lamps



No. 81B—Designed to meet the demand for a small type of parking lamp. A very neat model and a good seller too. 6 v. 2 c. p. bulb. Switch on lamp. Black finish. Lenses 1 1/2-in. diameter. List \$1.80

No. 81N—Nickel finish. Switch on lamp. List \$2.00

Electric Parking Lamp

Eliminates drain on storage battery when car is standing by supplying all necessary parking signals from a single 2 c. p. bulb. Affords maximum protection from machines passing from behind. Handy lever switch on lamp does not necessitate connecting to dash—simply run single wire to battery terminal, lamp being grounded.

Equipment: 6v. D. C. bulb, 2 1/2" etched dome lenses, black finish.

No. 75, each \$2.50



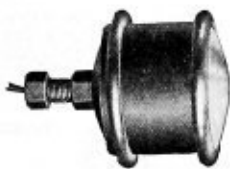


SIDE LAMPS AND SPOTLIGHTS

Drum Shape Side Lamps



No. 19



No. 19-F

Finished in either all nickel or black and nickel. Diameter of doors 2½ inches. Extreme depth 2½ inches. All plated parts are made from brass, therefore rust proof. Bulbs are 4 c.p., 6-8 volt, single circuit unless otherwise specified. No. 19 has bolt and nut fastener for attaching to cowl of car by drilling hole and fastening with nut. No. 19-F has special bolt and nut fastener for attaching to Ford cars. When ordering be sure to specify finish and number.

No. 19 or 19-F, Black and Nickel finish, per pair...\$3.75
No. 19 or 19-F, All Nickel finish, per pair..... 4.50

Drum and Bullet Side Lamps



No. 278

Flush Ring Type which harmonizes with flush type drum head lamps. Black baked enamel body. Nickel plated body rings. Extreme diameter 2½ inches. Lens aperture 1-7/8 inches. Six volt bulb.

No. 278-B — Black and nickel, per pair\$5.00
No. 278-N—All nickel, per pair 5.50



No. 271N—Adjustable fastening bolt permits attachment to any shape of cowl, wiring concealed. Solid brass construction, handsome nickel finish. 6 v. bulb, 2½-in. lens. Colored lenses can be furnished.

Price, per pair.....\$5.50

No. 271B—Above lamp in black finish but with nickel lens holder.

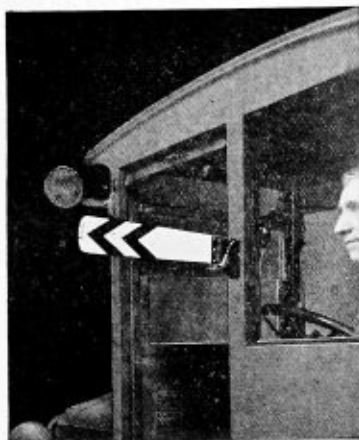
Price, per pair.....\$5.00

Traffic Signal

This signal for Trucks works in place of the human hand. Fastens to the truck right in the place where the driver's hand is looked for.

In advance of turning or stopping this Mechanical Auto Hand can be extended and left out in view of all traffic, meanwhile the hands of the driver are free. The driver simply trips a lever to raise the signal. For left or right hand drives. Please specify.

No. G-786, each\$3.50



S & M Spotlights

The Spot-lite De Luxe

This new Spot-lite is the pride of the S & M line. The intense brilliancy of its concentrated ray cuts far into the darkness—yet the depth of its parabolic reflector insures a generous field for illumination. Richly finished in nickel and black enamel, it harmonizes with the finest car. No more powerful light is made.



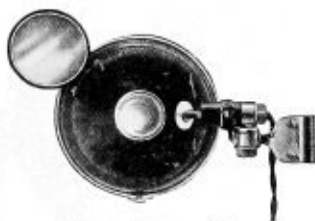
ished in nickel and black enamel, it harmonizes with the finest car. No more powerful light is made.

Specifications

No.	Dia. of Reflector	Bulb Nitro Gas	Light Projection	Price
90	7½ in.	6-8v.	3600 ft.	\$13.00
91 With S & M Periscope, extra.....				1.60

S & M No. 81 Spot-lite

A trifle smaller in size and somewhat less in price, No. 81 Spot-lite lacks none of the S & M features. It is fitted with the thumb switch, lamp cord, regulating bracket and the periscope. Like No. 90 it is double cased, the vulnerable silvered brass of the reflector being protected by a pressed steel shell.



Specifications

No.	Dia. of Reflector	Bulb Nitro Gas	Light Projection	Price
80	6½ in.	6-8v.	2400 ft.	\$11.00
81 With S & M Periscope, extra.....				1.60

S & M No. 70 Spot-lite

There is no better light made for the price at which this Spot-lite is sold. It is similar in appearance to the No. 81 Spot-lite, with not quite the lighting efficiency, yet thoroughly serviceable. No accessory of equal price will add more to the comfort and safety of driving. It comes equipped with the thumb switch, a generous length of lamp cord, the regulating bracket and the Periscope.



Specifications

No.	Dia. of Reflector	Bulb Nitro Gas	Light Projection	Price
70	6½ in.	6-8v.	1800 ft.	\$9.50
71 With S & M Periscope, extra.....				1.60

Closed Car Spotlight Bracket



No. 311, each.....\$0.50



SPOTLIGHTS

No. 60 Gibson Spotlight



Silver nickel-plated brass shell reflector 4½ inches in diameter. Has improved handle switch, and lamp can be detached and used as a trouble light. Complete with 4 feet of cord.

No. 60,
each...\$4.00

No. 20 Gibson Spotlight

This lamp throws a very piercing spot and is popular with all car owners. Of latest design with 5½-inch diameter brass head; reflector is brass and triple silver-plated; head detachable and with 8 feet of cord, so it can be used as a trouble lamp also. The switch is of the sure-shot click "on" and "off" type. No soldered connections.

No. 20,
each...\$4.50



MODEL "F"

For Sedans, Coupes and All Closed Cars



The new **AutoReelite** operates from the inside. No more opening of windows and doors. Operating knob conveniently located. A handy switch—quick light. All the indispensable features of the **AutoReelite**. Models F-6 and SF-6 are for cars with left-hand drive and Models FR-6 and SFR-6 are for cars with right-hand drive.

STANDARD MODELS F-6 AND FR-6

Lustrous black enamel, nickel trim, without mirror

No. 3580	Left-Hand	F-6	6-inch	21 c. p.	\$16.00
No. 3585	Right-Hand	FR-6	6-inch	21 c. p.	16.00

DE LUXE MODELS SF-6 AND SFR-6

All-nickel finish, without mirror

No. 3587	Left-Hand	SF-6	6-inch	21 c. p.	\$21.00
No. 3588	Right-Hand	SFR-6	6-inch	21 c. p.	21.00

STANDARD MODELS G-6 AND GR-6

Lustrous black enamel, nickel trim, without mirror

No. 3680	Left-Hand	G-6	6-inch	21 c. p.	\$16.00
No. 3685	Right-Hand	GR-6	6-inch	21 c. p.	16.00

AutoReelite

REG. U.S. PAT. OFF.

THE ONLY SPOTLIGHT ON A REEL

AutoReelite gives you both spotlight and trouble-light in one. A powerful spotlight for driving—a trouble-light without equal. The knurled nut may be unscrewed and 12 feet of cord reeled out, enabling one to use the **AutoReelite** at any part of the car. Automatically reels back into the container—just like raising or lowering a window shade.

Models
"B" and
"BT"



MODEL "B"—For years a recognized motor necessity. Improved design and new features.

MODEL "BT"—Same as Model "B" with addition of Tilting-Limit Attachment to conform with laws in States where spotlights are regulated. Can be adjusted to any slope of windshield.

Specifications—Made in black and nickel, and all-nickel finishes; Packard Mazda C lamp bulb; all nickel-plated parts are absolutely non-rusting. "Push-through" switch; ¾-inch reducing mirror. Universal windshield clamps. †

STANDARD MODELS B-6 AND BT-6

Lustrous black enamel, nickel trim, with mirror

No. 3140	B-6	6-inch	21 c. p.	\$9.75
No. 3440	BT-6	6-inch	21 c. p.	9.75

SPORT MODELS B-7 AND BT-7

Lustrous black enamel, nickel trim, with mirror

No. 3141	B-7	7-inch	21 c. p.	\$11.00
No. 3441	BT-7	7-inch	21 c. p.	11.00

DE LUXE MODEL SB-6

All-nickel finish, with mirror

No. 3191	SB-6	6-inch	21 c. p.	\$14.00
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MODEL "C"—All the features which have made the **AutoReelite** famous embodied in a new design.

MODEL "CT"—Same as Model "C" with addition of Tilting-Limit Attachment to conform with laws in States where spotlights are regulated. Can be adjusted to any slope of windshield.

Specifications—Made in black and nickel, and all-nickel finishes; Packard Mazda C lamp bulb; all nickel-plated parts are absolutely non-rusting. Detachable rear-view mirrors supplied, if required, on Models C-6, C-7, CT-6 and CT-7. Switch conveniently mounted on handle. Universal windshield clamps. †

Models
"C" and "CT"



STANDARD MODELS C-6 AND CT-6

Lustrous black enamel, nickel trim, without mirror

No. 3280	C-6	6-inch	21 c. p.	\$9.75
No. 3480	CT-6	6-inch	21 c. p.	9.75

SPORT MODELS C-7 AND CT-7

Lustrous black enamel, nickel trim, without mirror

No. 3281	C-7	7-inch	21 c. p.	\$11.00
No. 3481	CT-7	7-inch	21 c. p.	11.00

STERLING MODELS SC-6 AND SCT-6

All-nickel finish, without mirror

No. 3285	SC-6	6-inch	21 c. p.	\$12.50
No. 3485	SCT-6	6-inch	21 c. p.	12.50

All-nickel finish, with mirror

No. 3286	SC-6	6-inch	21 c. p.	\$14.00
No. 3486	SCT-6	6-inch	21 c. p.	14.00

† Closed Car Brackets can be furnished instead of Windshield Clamps at no additional cost. Specify No. 3920 bracket for Standard and Sport Models and No. 3921 bracket for De Luxe Models.



DOMES AND DASH LAMPS

Dome Lamps



An ideal lamp for a Ford Sedan or any closed car. While the entire lamp is below the surface of the top, the depth of the lamp is only one and one-half inches.

An all-brass lamp, heavily nickeled, with a ground glass lense, and a self-contained switch of unusual merit.

No. G406, price complete with bulb, ground glass lense\$2.50

Dome Lamps



Solid brass construction in all nickel finish with removable socket plug. Attaching screws fasten thru reflector—entirely concealed. 2 1/2-inch cut star lens, 6-volt bulb.

No. 90, each\$2.50
No. 91—Above lamp with 3-inch cut star lens.... 3.00

Flower Vases

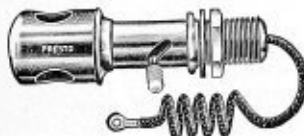


Distinct individuality is embodied in this graceful hexagonal design. Observe the prominent non-splash effect at the top of the vase and the anti-rattle feature at the tip of the bracket, which holds the vase absolutely rigid over the roughest road.

No. 106, Plain Glass, 6 1/2 inch, each\$2.50
No. 108, Plain Glass, 8 1/2 inch, each 3.25
No. 206, Cut Glass, 6 1/2 inch, each 4.50
No. 208, Cut Glass, 8 1/2 inch, each 5.00



Dash Lamps



Made Single Contact Only

Dash Lamp especially designed for Ford Cars that have metal dashes or wood dash with metal face, furnished complete with rubber-covered wire ready for attaching and 6-8 volt, 2 c. p. bulb, length from dash to bulb center, 2 inches.

No. 685S, each\$1.00

Dash Lamps



Furnished with switch, nickeled, with bulb.

Style H, Single Contact, each\$1.00

Style H, Double Contact, each 1.00

Specially designed for use on wood dash. Nickeled, with bulb.

Style S, Single Contact, each\$1.00

Style S, Double Contact, each 1.00



Dash Lamp for use on metal dash. Nickeled, with bulb.

Style G, Single Contact, each\$1.00

Style G, Double Contact, each 1.00

Dash Lamp with switch, nickeled, with bulb.

No. J, Single Contact, for Fords, each\$1.00

No. J, Double Contact, for Fords, each 1.00



G-226
For Metal Dash, 1 3/4"
Price, each\$1.00
Double Contact Only

G-198
For Metal Dash, 1 3/4"
Price, each\$1.00
Single Contact Only

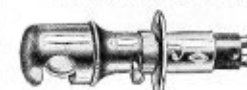
Bull Dog Dash Lamp

A strong and substantial lamp designed in harmony with large instrument boards. When furnished in double contact it can be equipped with a self-contained switch, when so desired. Complete with 2 c.p. bulb, any standard voltage.

Bulldog, Single Contact, each\$1.00
Bulldog, Double Contact, each 1.00



Combination Dash and Trouble Lamp



Can be quickly disconnected from dash and converted into an ideal trouble lamp; 10 feet of cord furnished. Complete with bulb.

Style D, Single Contact, each\$2.50

Style D, Double Contact, each 2.50

Detached Extension Cord

Trouble Lamps

Can be furnished either double or single contact.

Furnished with 6 c.p. bulb and 10 feet flexible extension cord and bayonet locking attachment plug.

Style C, Single Contact, each\$1.85
Style C, Double Contact, each 1.85





EXTENSION LIGHTS

Automatic Extension Reel

For Electric Lamps



This convenient Reel takes the light exactly where it is wanted; eliminates the necessity of dragging extension cord over the floors, where the insulation is soon worn off and fire risks increased through short circuiting, and saves cord, lamps, fuses and guards.

The actual size of the Reel is 9 inches in diameter by 2 in width, and is equipped with 25 feet of reinforced cord. The head is provided with a swivel joint, enabling the lamp to be carried in any direction from the reel, and an automatic lock, so that stop may be had at any point. So perfect are its insulations and connections that they have withstood a test of an A. C. potential of 1250 volts—only 250 being required for lamp service. To release, give a slight pull on cord,

which unlocks catch, and the cord is automatically re-wound as you walk toward the reel with lamp in hand. Tested and listed as standard by the Underwriters' Laboratories. Equipped with socket handle and lamp guard. No. G417, each\$15.00

Garage Lamp



Many of the most disastrous fires have been caused by dropping incandescent lamps and igniting gasoline on garage floor. The importance of properly

guarding extension lamps is frequently overlooked; 110 volts.

No. 1, complete as shown, each\$2.25

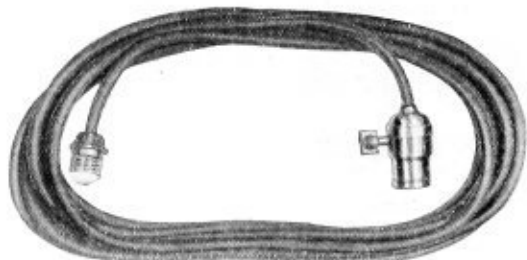
Extra Heavy Garage Lamp

Complete with 110-volt bulb, 15 feet reinforced cord and detachable plug.



No. 2, each\$3.50

Service Extension Cords

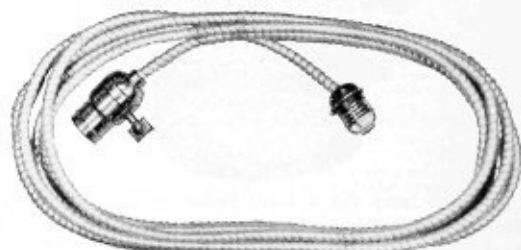


Constructed for long, dependable service. Consists of brass key socket, swivel attachment plug, and heavily reinforced lamp cord. Completely assembled ready for use.

No. G-788, 25 ft. Extension, complete\$2.50

No. G-789, 30 ft. Extension, complete 3.00

Armored Extension Cords

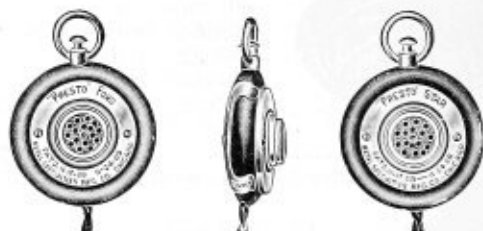


A necessity in every garage and service station. Has brass key socket, swivel attachment plug and cord is encased in a double reinforced flexible conduit. Completely assembled, ready for use.

No. G-791, 25 ft. Armored Extension\$3.00

No. G-793, 35 ft. Armored Extension 3.50

Ford and Star Cigar Lighters



The "Presto" Ford is designed especially for the Ford car and gets its power direct from the magneto. Equipped with 10 feet of silk cord.

Nickel-plated holder is furnished with each cigar lighter, which can be attached anywhere in the car.

No. 204, each\$2.50

The "Presto" Star Cigar Lighter is constructed exactly like the Presto Ford, except designed for use on all other makes of cars and furnished with 6-volt cigar lighter tips unless otherwise specified.

No. 205, each\$2.50

Prices on Cigar Lighters are based on the use of 6-volt tips. If tips of higher voltage are used, an additional price will be charged according to the value of the tip as shown on this page.

EXTRA PLATINUM CIGAR LIGHTER TIPS

6 volt tips, each.....	\$1.00
12 volt tips, each.....	1.50
18 volt tips, each.....	2.00
21 to 24 volt tips, each.....	2.50

EXTRA PIPE LIGHTER TIPS

6 volt tips, each.....	\$0.95
12 volt tips, each.....	1.35
18 to 21 volt tips, each.....	1.75



CIGAR LIGHTERS

Presto Cigar and Pipe Lighters



The latest addition to our popular line. The heating element is made of "Tungstenite" Chromium nickel. Lights a pipe as well as a cigar or cigarette.

No. 199, complete with plug, each\$2.00
Specify voltage.

Presto Cigar Lighter



Presto Cigar Lighter with ten feet silk cord, regular terminals and platinum tip. Specify voltage.

No. 202, each\$2.50

Presto Combination Lamp

Combination Presto Cigar Lighter and Lamp. Handle of rose-wood finish, nickel-plated cigar lighter tip and reflector, ivory finish push buttons. Ten feet of silk cord, complete with regular terminals. Specify voltage.



No. 200, each\$3.50

Cigar and Cigarette Lighter



This Automatic Rewinding Cigar and Cigarette Lighter can be attached to any style of dash. It is held in place by two nuts. The rewinding apparatus is behind the dash and entirely out of sight. Easy to attach; simply cut a 1/4-inch hole in dash and tighten up nuts and attach two wires. The lighting element (or tip) lights automatically when cord is drawn out. Equipped with patented safety fuse.

No. 260, Presto Cigar Lighter, 6-8 volt tip.....\$6.00

No. 260A, Presto Cigar Lighter, 12-16 volt tip.... 6.50

Cigar Lighter for Dash



A handy, reliable electric lighter for all kinds of "smokes"—always within reach. Attached to your battery, costs nothing to operate. Equipped with 4-foot automatically rewinding cord. Nickel finish throughout. A 13/16-inch hole through the cowl board is all that's necessary to install. The Cuno Lighter is standard equipment on many well-known cars.

No. 603U—Metal or Wood Dash\$8.00

Ash Receiver

Combination ash receiver, matchbox holder and cigar rest for enclosed car use—a smoker's necessity from the standpoint of convenience and safety. A highly desirable portable feature is obtained through the use of two slender fastening pins attached to the back of the bracket. These pins hook into, but do not harm the upholstery, permitting the receiver being instantly placed for use from any seat in the car. For permanent attachment, screws are furnished. Solid brass construction throughout, handsomely nickel plated. Ash cup is detachable for cleaning purposes—very sanitary.



No. 100, each\$2.50

Ash Tray



Affords a convenient receptacle for ashes, matches, etc., keeping car clean and avoiding damage by fire.

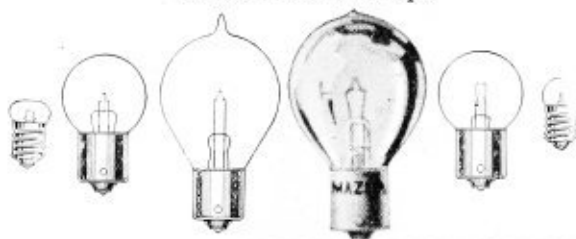
Ideal size, artistic design, highly ornamental; all parts brass with polished nickel finish.

No. 622, each.....\$1.00



LAMPS

Edison Mazda Lamps



MAZDA Lamp Number	MAZDA B or C	Bulb	Base	Volts	Amps.	Cp.	Unit Pkg. Qty.	List Price
MAZDA-1	B	FE-3 $\frac{1}{2}$	Min. S.	2.2	0.25	.....	10	\$0.15
MAZDA-2	B	FE-3 $\frac{1}{2}$	Min. S.	3.1	0.25	.....	10	.15
MAZDA-11	B	G-3 $\frac{1}{2}$	Min. S.	2.1	0.27	.....	10	.15
MAZDA-12	B	*G-3 $\frac{1}{2}$	Min. S.	3.5	0.27	.....	10	.15
MAZDA-13	B	G-3 $\frac{1}{2}$	Min. S.	3.8	0.30	.....	10	.20
MAZDA-16	B	G-4 $\frac{1}{2}$	Min. S.	2.5	0.30	.....	10	.15
MAZDA-17	B	G-4 $\frac{1}{2}$	Min. S.	3.8	0.30	.....	10	1.5
MAZDA-18	B	*G-4 $\frac{1}{2}$	Min. S.	4.0	0.30	.....	10	.15
MAZDA-19	B	G-4 $\frac{1}{2}$	Min. S.	1.25	0.69	.....	10	.15
MAZDA-31	B	G-5 $\frac{1}{2}$	Min. S.	6.2	0.30	.....	10	.15
MAZDA-35	B	G-5 $\frac{1}{2}$	Min. S.	2.4	0.80	.....	10	.15
MAZDA-61	B	G-6	S.C.	3-4	.....	2	10	.20
MAZDA-62	B	G-6	D.C.	3-4	.....	2	10	.20
MAZDA-63	B	G-6	S.C.	6-8	.....	2	10	.20
MAZDA-64	B	G-6	D.C.	6-8	.....	2	10	.20
MAZDA-67	B	G-6	S.C.	12-16	.....	2	10	.25
MAZDA-68	B	G-6	D.C.	12-16	.....	2	10	.25
MAZDA-71	B	*G-6	S.C.	18-24	.....	2	10	.30
MAZDA-72	B	*G-6	D.C.	18-24	.....	2	10	.30
MAZDA-81	B	G-8	S.C.	6-8	.....	4	10	.25
MAZDA-82	B	G-8	D.C.	6-8	.....	4	10	.25
MAZDA-89	B	*G-8	S.C.	12-16	.....	4	10	.30
MAZDA-90	B	*G-8	D.C.	12-16	.....	4	10	.30
MAZDA-110	B	*G-10	D.C.	40-44	.....	10	.....	.75
MAZDA-11012	C	*S-11	S.C.	6-8	.....	21	10	.40
MAZDA-11021	C	*S-11	D.C.	6-8	.....	21	10	.40
MAZDA-11084	C	*S-11	D.C.	6-8	.....	(21)	10	.50
MAZDA-11111	C	*S-11	S.C.	12-16	.....	21	10	.45
MAZDA-11121	C	*S-11	D.C.	12-16	.....	21	10	.45
MAZDA-1129	C	S-11	S.C.	6-8	.....	21	10	.35
MAZDA-1130	C	S-11	D.C.	6-8	.....	21	10	.35
MAZDA-1133	C	*S-11	S.C.	6-8	.....	32	10	.55
MAZDA-1134	C	*S-11	D.C.	6-8	.....	32	10	.55
MAZDA-1136	B	*S-11	D.C.	9	.....	18	10	.35
MAZDA-1138	C	*S-11	D.C.	9	.....	27	10	.40
MAZDA-1141	C	S-11	S.C.	12-16	.....	21	10	.40
MAZDA-1142	C	S-11	D.C.	12-16	.....	21	10	.40
MAZDA-1143	C	*S-11	S.C.	12-16	.....	32	10	.65
MAZDA-1144	C	*S-11	D.C.	12-16	.....	32	10	.65
MAZDA-1145	C	*S-11	S.C.	18-24	.....	27	10	.65
MAZDA-1146	C	*S-11	D.C.	18-24	.....	27	10	.65
MAZDA-1150	B	*S-11	D.C.	40-44	.....	(21)	10	.75
MAZDA-1158	C	S-11	D.C.	6-8	.....	(21)	10	.45
MAZDA-1160	C	S-11	D.C.	9	.....	21	10	.35

*These lamps are listed in the Intermediate Schedules and are not regularly carried in stock.

†Precision lamps.

Base abbreviations:

Min. S. for Miniature Screw Base.

S.C. for Single Contact Bayonet Candelabra Base.

D.C. for Double Contact Bayonet Candelabra Base.

Lamp Kit

A metal Lamp Kit which holds 2 headlight and 4 dash and tail-light lamps.

No. G-880,
Each.....\$0.50

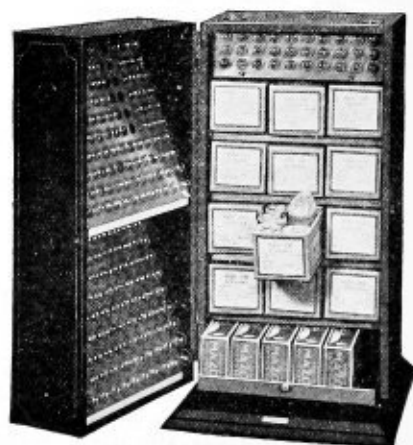


Independent Lamps



These Independent Lamps are very popular because of their high quality and long life. We import these lamps direct from foreign countries and control an important portion of the distribution. Our stocks are very complete and we can render a service all dealers appreciate. These lamps carry standard numbers and standard list prices with very attractive discounts. Packed in units of 10 lamps in attractive two piece boxes.

Bulb Cabinet



The cabinet is 24 inches high, 11 $\frac{1}{2}$ in. wide and 13 $\frac{1}{2}$ in. deep. The trays, which are staggered for greater convenience, hold 100 G18 lamps and 120 G-6 lamps, respectively. The compartment on the right holds 30 additional G-6 lamps in the top tray and 12 10-lamp cartons of S-11 head-light lamps in the center, and 12 packed kits, each containing 6 lamps, in the sliding tray at the bottom. Two celluloid strips are supplied to label your stock. The two testing sockets, single and double contact, on the top of the cabinet may be supplied with current either from dry batteries in the easily accessible top compartment or thru an outside transformer. Space has been provided for wiring.

No. G-794, Cabinet\$10.00

Lamp Kit

Every driver should carry extra lamps. This Kit is a sure way to increase sales. Made of pasteboard printed in two colors. Hold 6 lamps—2 headlight and four smaller lamps.



No. G-795 Kits, per hundred.....\$5.00



LAMPS—Continued



Carbon and
Mazda
B & C Lamps

50 Watt New
Class A Carbon
Lamps, 105 to
130 volts,
each\$0.22

Carbon Lamps



Mazda B-Lamps

Mazda Class—Large Style—Straight Side and Pear-Shape Types

Fitted with Medium Screw Base (Style 100), or Mogul Screw Base (Style 400), as indicated

Volts	Size of Lamp in Watts	Watts per Spherical C. P.	Type and Size Bulb	Diam. Bulb, Inches	Base Regularly Supplied	Standard Package Quantity	List Price Clear
STRAIGHT SIDE (MAZDA B LAMPS)							
115	10	1.67	S-17	2 1/4	Med. screw	100	\$0.35
	15	1.47	S-17	2 1/4	Med. screw	100	.35
	25	1.35	S-17	2 1/4	Med. screw	100	.35
	40	1.32	S-19	2 3/4	Med. screw	100	.35
	50	1.31	S-19	2 3/4	Med. screw	100	.35
	60	1.28	S-21	2 3/4	Med. screw	100	.40
PEAR-SHAPE (MAZDA C LAMPS)							
115	75	1.09	PS-22	2 1/4	Med. screw	50	\$0.60
	100	1.00	PS-25	3 1/4	Med. screw	24	.75
	200	0.90	PS-30	3 3/4	Med. sc. ek.	24	1.30



Mill Type Bulbs

New mill type bulb with non-breakable filament. Ideal for Garage and Service Station use in trouble and extension lamps.

Volts	Size of Lamp in Watts	Type and Size of Bulbs	Diam. Bulb, Inches	Base Reg. Supplied	Standard Packed	List Price Clear
115	25	P-19	2 1/4	Med. Screw	100	\$0.40
115	50	P-19	2 1/4	Screw	100	.40

Specify Watts, Size and Type Size when ordering.

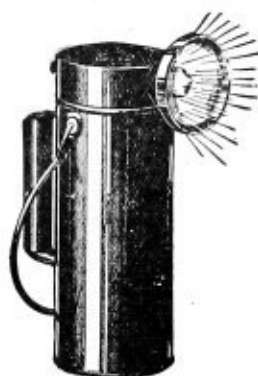


Lamp Guards

No. C Lamp Guard, 16 c.p., each.....	\$0.40
No. C Lamp Guard, 32 c.p., each.....	.50
No. 346 Lamp Guard, 16 c.p., each.....	.70
No. 346 Lamp Guard, 32 c.p., each.....	.80



Delta One-Cell Hand Lamp



Throws shaft of light 250 to 300 feet.

No. 7, each (without battery).....\$1.75

Delta Two-Cell Hand Lamp



The Big Delta will absolutely replace the use of the oil lantern. It gives a broad spreading light, straight out, straight up, straight down, and straight out at both sides.

No. 1, each (without batteries).....\$3.00



Mazda Flashlight Bulb Assortment

An attractive and convenient way to stock Flashlight Lamps. Display carton holds 100 lamps assorted as follows: 20 No. 11, 20 No. 1, 10 No. 2, 30 No. 17, and 30 No. 16.

No. G-426—Assortment complete, \$15.00



EVEREADY FLASHLIGHTS AND UNIT CELLS

The EVEREADY line of Flashlights and Flashlight Batteries comprises the newest—most scientifically constructed—and most dependable products of their kind on the market. To procure the most satisfactory results in using a portable electric light, it is important to equip EVEREADY Flashlights with EVEREADY batteries and EVEREADY Mazda bulbs.

Focusing Types

Focusing Types. The new Focusing Searchlights Nos. 2642 and 2644 have a range of 500 feet. These numbers, in addition to the 2672 and 2674, represent the most important achievement in the flashlight line.



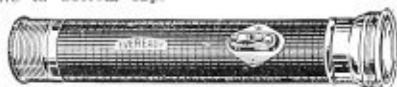
NICKEL PLATED CASE

No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2644	10x1½	3	950	1162	1	\$4 00

Fibre Case

2642	10x1½	3	950	1162	1	4 00
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Above types are equipped with one extra concentrated filament bulb in bottom cap.



NICKEL PLATED CASE

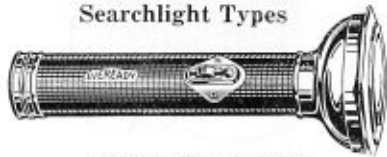
No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2674	10x1½	3	950	1162	1	\$3 50

Fibre Case

2672	10x1½	3	950	1162	1	3 25
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Above types are equipped with two extra concentrated filament, two bulbs in bottom cap.

Searchlight Types



NICKEL PLATED CASE

No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2637	9x1½	3	950	1193	1	\$3 00

Fibre Case

2639	9x1½	3	950	1193	2	75
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Baby Miner Types



NICKEL PLATED CASE

No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2661	5½x1½	2	935	1197	3	\$1 45

Fibre Case

2669	5½x1½	2	935	1197	3	1 20
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Pocket-Light Type

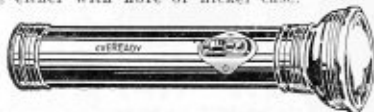


No. 6393. The vest pocket, or cigarette case type of flashlight has always been a popular seller. However, it has been impossible to procure an exceptionally bright flood light from such a small case until this new type became available. It is equipped with two powerful EVEREADY unit cells No. 935, which makes it capable of giving increased volume of light and longer service.

Size, 3½x1½-inch unit package, quantity	3
Complete, less unit cells	\$1.45
Requires two No. 935 unit cells, each	15
Renewal Mazda bulb No. 1180, each	15

Miner and Tubular Types

The Miner and Tubular Types listed below are made in such sizes as will fit every practical need. All sizes are obtainable either with fibre or nickel case.



NICKEL PLATED CASE

No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2633	8½x1½	3	950	1193	2	\$2 25

Fibre Case

2619	8½x1½	3	950	1193	2	1 75
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NICKEL PLATED CASE

No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2634	6½x1½	2	950	1198	2	\$2 00

Fibre Case

2616	6½x1½	2	950	1198	2	1 65
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Tubular Type



NICKEL PLATED CASE

No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2632	8½x1½	3	950	1193	2	\$1 75

Fibre Case

2630	5½x1½	2	935	1197	3	1 25
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2612	8½x1½	3	950	1193	2	\$1 50
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2602	5½x1½	2	435	1197	3	1 05
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NICKEL PLATED CASE

No.	Size	Unit	Cells, No.	Mazda Bulb	Unit Pkg., Quan.	Each
2631	6½x1½	2	950	1198	3	\$1 50

Fibre Case

2604	6½x1½	2	950	1198	3	1 35
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Note: All numbers show list price of Flashlight-Less Battery. EVEREADY Mazda bulbs for all above numbers (except focusing types).....each \$0 15

Eveready Unit Cells



No.	No. of Cells	Size	Unit Pkg., Quan.	Each
935	1	1½x1	24	\$0 15
950	1	2½x1	30	12

Note

2 Unit Cells No. 950 equivalent of 1 750 Battery.
3 Unit Cells No. 950 equivalent of 1 705 Battery.
2 Unit Cells No. 935 equivalent of 1 791 Battery.

EVEREADY TUNGSTEN MADE UP

BATTERIES

No.	Cells	Unit Pkg., Quan.	Each
705	3	10	\$0 50
790	2	10	35
791	2	10	30
703	3	10	40
750	2	10	30
751	3	10	40



BATTERIES

Hot Shot Batteries



No. 1461-M



No. 1662-M

Columbia Steel Case Hot Shot Batteries are recommended for all purposes requiring four or more dry cells in series. It is only necessary to connect two wires to the binding posts and the battery is ready to operate. Columbia Steel Case Hot Shot Batteries are particularly adapted for tractors, small automobiles, motor boats, gas engines, blasting, fire and burglar alarms, gongs, bells, annunciators, signals, small lights for closets, out-houses, camps, etc.

These batteries are composed of specially selected cells assembled in a steel container. All internal connections are made with soldered copper strips and the cells completely insulated against accidental short circuits. Because of their rugged steel construction they are super-durable and impervious to water. The handsomely lithographed steel case makes them particularly adaptable for very attractive store or window displays.

Note.—Only Hot Shot types 1461-M, 1562-M and 1662-M are furnished in the Steel Case construction. Types 1462 and 1561 are supplied in fibre containers.

For higher voltage or for very heavy duty, several Hot Shot Batteries can be used in Series or in Multiple.

Below is a table showing sizes, voltages and prices of Hot Shot Batteries. The second figure of the type number indicates the number of cells in the battery, and the last figure indicates whether the cells are arranged in one row or two.

Columbia Hot Shot Batteries

Type	Voltage	Length Inches	Width Inches	Quantity in Standard Package	List Price Per Battery
1461-M	6	10½"	2½"	Box of 12 Bbl. of 24	\$2.20
1462	6	5½"	5½"	Box of 12 Bbl. of 24	2.20
1561	7½	13¼"	2½"	Box of 12 Bbl. of 15	2.60
1562-M	7½	8"	5"	Box of 8 Bbl. of 15	2.60
1662-M	8"	5½"	5½"	Box of 8 Bbl. of 13	3.10

*All Hot Shots are 7½ inches high.

Hot Shot Battery Assortment—SHS



No. SHS, 1 Box — 123 Pounds

Contents	Type	List Price
6 Hot Shots (Steel Case).....	1461-M	\$24.60
2 Hot Shots (Steel Case).....	1562-M	
2 Hot Shots (Steel Case).....	1662-M	

The above SHS Assortment is standard; any other than this Assortment will be billed at broken lot prices.

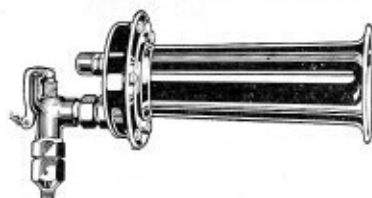
Columbia Dry Cells

Columbia Ignitor is supreme among dry batteries. It was the first dry cell designed especially for ignition and heavy duty. It is particularly adapted to all heavy duty such as gas engine ignition, telephone pole changers, telephone train dispatching, street car signals, etc.

No. 6, each ...\$0.40



Turbo Horn



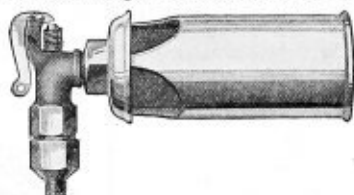
A powerful signal with the usual motor driven horn tone, but it does not require a battery, utilizing the power of the motor instead.

No. G862 With valve ½" or ¾" pipe thread, for priming cup installation\$7.00

No. G863 With valve and plug, for spark plug installation.....\$8.00

Buell Explosion Whistles

For All Passenger Cars and Motor Trucks



No. G714, Chime Model, each.....\$7.00

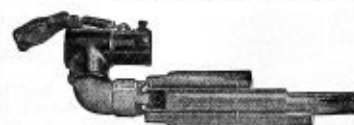
No. G900, Single Tone Model, each..... 5.00

No. G901, Junior Model, each..... 3.00

No. G902, Adapter 1/2-inch (Ford) each..... .50

No. G903, Special Lever Control, each..... 1.00

The Aermore Exhaust Horn



No. 0, 17-inch Aermore Outfit for cars of 40 H. P. and over, complete with Style "G" Valve. \$12.00

No. 1, 15-inch Aermore Outfit for cars

of from 30 to 40 H. P., complete with Style "G" Valve...\$10.00

No. 3, 11 inch Aermore Outfit for Fords and other light cars, complete with Style "G" Valve..... 7.00

Style "G" Valves

Sold alone or as part of the Aermore Outfits. Close perfectly when not in use and at the will of the operator divert part or all the exhaust gas into the horn. Sizes range from 1½ inch to 3½ inches. Always specify size and make and model of car when ordering.

Each\$1.80



SPARTON

MOTORHORN

First Choice of America's Best Cars

FURNISHED IN SIX-VOLT OR TWELVE-VOLT TYPE AS DESIRED
(Always Specify Voltage When Ordering)

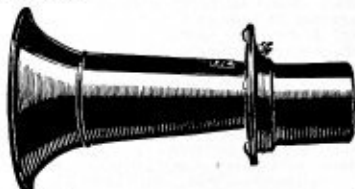


MODEL AU\$15.00

MODEL AJ\$ 5.00

The AU is 12½" long, 5½" bracket diameter. Bell diameter 4". Shipping weight 5 pounds 4 ounces. Is found on all high class and expensive cars, and lends distinction to smaller types.

Model AJ: Is 9" long, 4½" bracket diameter. Bell diameter 3". Shipping weight 2 pounds 12 ounces. This model is universally chosen for use on the lighter cars.



MODEL AD\$16.00

MODEL AB\$ 6.50

The AD is 13" long, 5½" bracket diameter. Bell diameter 6"x7", being oval in form. Shipping weight 5½ pounds. This beautiful model is generally used for outside mounting and has the clear penetrating tone of the AU.

Model AB: Length 9½", 4½" bracket diameter. Oval bell 4½"x5½" diameter. Shipping weight 3 pounds 2 ounces. Is used on lighter cars for outside mounting.



MODEL AI\$9.75

Length 11", with 5" bracket diameter. Bell diameter 3½". Has an unusually powerful motor and large diaphragm, giving instant response with a clear, far reaching tone. Shipping weight 4 pounds 10 ounces.



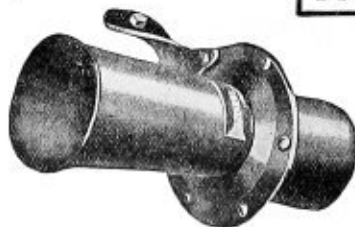
Model AU Model AI

DISPLAY BOARD

This beautiful SPARTON Display Board together with battery is furnished free of charge when you purchase six SPARTON Horns. This is a great help in selling SPARTONS.



There is a Sparton universal bracket furnished for the Model AU and AI Sparton, which will fit any motor with detachable cylinder head.

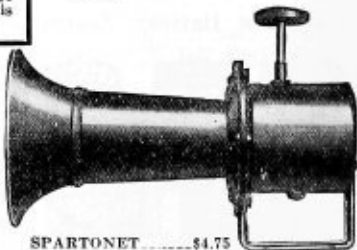


FORD AJ\$5.00

This AJ is assembled with special bracket for attaching to the Ford motor. It has a quick pick-up, giving a clear tone which is characteristic of the Sparton.

GUARANTEED QUALITY

All Sparton horns are finished in all satin black firm double baked finish. Each Sparton is thoroughly tested and adjusted before leaving factory, but re-adjustment can easily be made by inserting a dime or a screw driver in the screw at back of motor cover marked "Adjust". Tighten or loosen to attain desired tone.



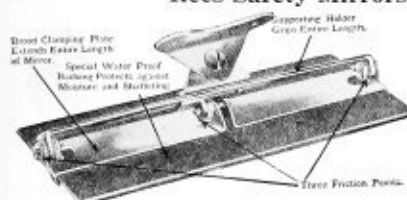
SPARTONET\$4.75

The hand operated type Sparton. Length 9". Has beautifully finished flared bell of 5" diameter. There are no gears to clog or give trouble, being a special designed hand motor of surprising power and service. Shipping weight, 2 pounds 8 ounces.



MIRRORS

Rees Safety Mirrors



a special waterproof backing which also prevents shattering. Heavy rustproof nickel plating on all metal parts, perfect glass, carefully beveled.



Rees Safety Mirrors are made in various models and sizes for passenger car use, as listed below:

	Type	Size	List Price
Closed Car	A	23" x 7"	\$3.00
Closed Car	E	23" x 10"	3.50
Open Car	C	23" x 7"	3.00
Open Car	D	23" x 10"	3.50
Closed Car	E	23" x 7"	3.00

All mounting brackets are interchangeable.
Type E is for cars with low rear window, i. e., Ford, Dodge, etc.

Truck Mirrors

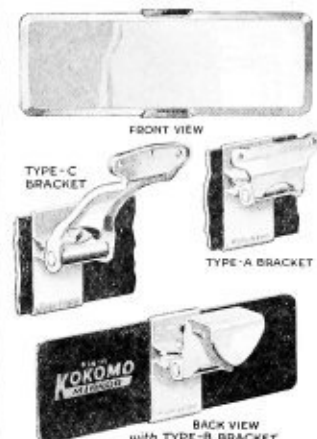
These mirrors are made from highly polished flat plate glass and will give a clear, sharp view. Glass instantly adjustable to any desired angle. Backing almost indestructible; a metal back spun on over several coats of silver, shellac, paint and enamel. Brackets very rigid. Diameter of mirror, 5 inches. Unit package 25.

- No. 5-8C, 5" mirror, 8" bracket to clamp to windshield post \$2.25
- No. 5-8F, 5" mirror, 8" bracket flat to bolt to cab 2.25
- No. 5-24F, 5" mirror with 24" flat bracket to bolt to cab 2.75
- No. 5-24B, 5" mirror with 24" flat bracket and supplementary brace 3.00



Rear View Mirrors

Made on highly polished plate glass. The back is applied by a special process, is practically indestructible and the heavy brackets prevent all vibration. Attachment is very simple and the mirror may be instantly adjusted up or down, to the right or to the left to suit the driver's convenience.



All these mirrors are 2 1/2 inches wide. The 8-inch mirrors have square ends and the 10-inch mirrors have octagon ends.

- No. 8-A, 8-inch, for closed cars, each.....\$2.50
- No. 8-B, 8-inch, for open cars, each..... 2.50
- No. 10-A, 10-inch, for closed cars, each..... 3.50
- No. 10-B, 10-inch, for open cars, each..... 3.50

Round Fender Autoscopes



For All Cars
Full Black
Rubber Finish



- No. 105, 5-inch, each.....\$2.50
- No. 106, 5-inch, each..... 1.75

Diminishing Mirrors



- No. 103A, 4-inch.....\$1.25
- No. 104A, 5-inch, each..... 1.75
- No. 103T, 4-inch, truck, each..... 1.50
- No. 104T, 5-inch, truck, each..... 2.00



MOTO METERS

BOYCE MOTO METER

The Boyce Moto-Meter is a motor heat gauge. Attached to the radiator cap of automobiles, trucks or tractors, it accurately registers condition in which gasoline motor is operating by registering the temperature of the vapor directly above the water in the radiator. As the water in the bottom of the radiator is several degrees cooler than at the top, the temperature of the air over the water represents the average temperature of the entire cooling system, rather than just one part of it. Therefore the Boyce Moto-Meter gives an accurate reading irrespective of the quantity of water in the radiator.

Under normal conditions no modern automobile engine will overheat. It is only through negligence in supplying water and oil, or the breakdown or failure of operation in some of the parts of the engine, that causes overheated engines, with the consequent damage. Realizing that the motorist has no way of detecting overheated engines from the many causes before damage results, the Boyce Moto-Meter was invented to give the driver accurate knowledge as to the exact temperature at which his engine is operating without leaving his seat.



De Luxe Model



This model is all that the name implies, having been designed for the highest grade passenger cars. The temperature tube is one-half inch in diameter, having a broad column of red liquid, readable at a great distance. The case is silver plated and the finish of the entire instrument is of the highest quality of workmanship. It is in truth a "De Luxe" instrument. Size, 3½x5½ inches.

Weight (packed in carton), 20 ounces.

No. G273, De Luxe Model only supplied with Schlaich Lock without extra charge.\$15.00

Standard Model

A perfect heat-recording instrument of the highest type, with extremely broad ribbon-bore thermometer tube, designed for those who want the best. Because of its perfection of workmanship the Standard Model has been selected as regular equipment on America's leading cars. Size, 3½x5½ inches. Weight (packed in carton), 16 ounces.



No. G274, each.\$10.00

Truck and Tractor Model



The Truck and Tractor Model Boyce Moto-Meter has been designed especially for severe service conditions, such as for use on trucks and tractors. The diameter of the thermometer tube is one-half inch, which makes breakage practically impossible. The frame of the instrument is very substantial and the thermometer tube thoroughly protected. The casing is nickel plated and the tube has a broad red column of indicating liquid, easily seen regardless of dust conditions,

so often met with in truck and tractor service. Size, 2½x4½ inches. Weight (packed in carton), 16 ounces.

No. G275, each.\$10.00

Universal Model

Slightly smaller than the Standard Model, finished in all nickel. A very beautiful instrument. Beveled crystals add to its appearance. Its handsome open face is more easily read than a clock. Size, 3x5 inches. Weight (packed in carton), 12 ounces.

No. G277, each.\$7.50





MOTOMETERS AND BAR CAPS

Junior Model



This model is extremely handsome in appearance and appeals strongly to owners of cars of medium size. The frame of this instrument is heavily nickel plated, and it has the same range of temperature as the Standard and Universal models. Size, 3x4½ inches. Weight (packed in carton), 8 ounces.

No. G276, each.....\$5.00

Midget Model

The new Midget Model is designed especially for use on small cars. It has a polished nickel frame, and is finished with bevelled crystals, both front and rear. This instrument, except for its size, is identical with more expensive BOYCE MOTO-METERS for the larger types of cars. Size 3½x4½ inches. Weight (packed in carton) 10 ounces.

No. G859, each.....\$3.50



Special Model for Fords

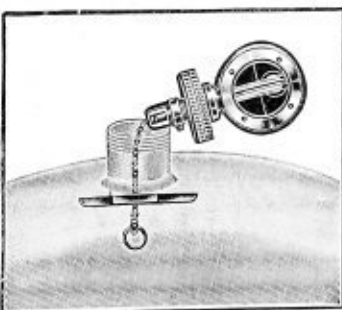
This new instrument is designed especially for use on Ford cars. It has a broad thermometer tube, which is easily readable even at a distance. It is provided with bevelled crystals both front and rear and is finished in polished nickel. The Special Ford Cap with which it is equipped makes it an ideal instrument. Size, 2½x4½ inches. Weight (packed in carton) 12 ounces.

No. G860, each.....\$4.00



Schlaich Lock for Moto-Meters

The Schlaich Lock allows one to unscrew the cap and fill the radiator, but it doesn't allow a thief to walk off with the Moto-Meter. Nor does it permit one to lay down the instrument where it can drop on the ground and be broken. It can't be removed from the car. You can attach the Schlaich Lock yourself. No drilling or mechanical work of any nature. Yet when it's on it can't come off—except when the set screw is removed, which can be done only by the owner. Adjustable to any depth radiator neck by placing ring in holes of chain.



No.	Size	List Price
1	¾"	"De Luxe" and "Truck and Tractor".....\$2.00
2	¾"	"Standard" and "Universal".....1.80
3	¾"	"Junior" and "Ford".....1.80
4		Special "Overland Types".....1.50

Aristocrat Model for Fords



The BOYCE MOTO-METER itself is identical to the Special for the Ford Model. But, in order to create a record-breaking instrument, it has been equipped with a special Schlaich Lock Cap which not only prevents theft, but also serves as a handsome ornament. The Aristocrat Model can be installed on any Ford in five minutes, but can only be removed by the owner. Size, 7½x4½ inches.

No. G861, each.....\$7.00

Special adapter for Chevrolet and Overland can be supplied on request.

Monogram Bar Caps



Elks



K. of C.



Shrine



Masons

Screws on like an ordinary cap. Does not screw off without tools, unless radiator is turned upside down. No locks or keys to bother with. Highly nickel plated. Steam and water-tight. Rust proof.



Open for Filling

Hinged top permits filling the radiator without removing anything from the car. Shield will be furnished with any initial or most any popular fraternal. Be sure to specify choice. It not only lends individuality, but is a mark of identification to the car—an added safeguard.

Monogram Cap, highly nickel-plated for all cars, to mount Universal or Standard Moto-Meters only, complete with shield	\$6.00
Same with adapter for mounting DeLuxe Moto-Meter	6.50
Same with adapter for mounting Midget or Junior Moto-Meter	6.25
Same with ball ornament in place of Moto-Meter ..	6.75

In ordering be sure to specify make, model and year of car cap is desired for; also specify initial or design desired on shield.

Monogram Junior or Bar Caps for Ford, Chevrolet 490, Gray, Star and 1923 Overland.

Same as above except smaller being 6½ inches wide. When ordering specify car and monogram.

Monogram Junior, each.....\$4.00



RADIATOR CAPS AND TANKCAPS

Silver-Nickel Bar Caps



Type B

Made from high grade phosphor bronze, heavily nickelled. When ordering be sure to specify car desired for.

No. B-1554, Chevrolet, 6½ inch, each\$1.25
 No. B-1558, Ford, 6½ inch, each 1.25
 Type B, for all other cars, 8½ inch, each 2.00

Radiator Caps for Fords



12x18 Display Easel Free With One Dozen Caps

No. 41, single cap\$0.50
 No. 41, one dozen with card, complete 6.00

Radiator Caps



For any of the following, each\$0.75

Model	Name of Car	Model	Name of Car
104	Abbott-Detroit (6-24) (1916)	131	King (1918-1919)
131B	Allen (Mod. 43)	102A	King (1919-22)
102A	Allen (Mod. 43)	133	Kissel (Custom-Built 6)
102A	Anderson (1917)	104	Lafayette
103	Anderson	131	Lexington (S. & T.)
131	Apperson (1917 & Ear.)	140	Lexington (6-T)
133	Apperson (1918-22)	140	Lincoln
101A	Briscoe (All Mod.)	104	Malibon
103	Buick (4 Cyl. 6 Cyl.)	103C	Marmion (1917-19)
104	Cadillac	102	Maxwell (1918-23)
131	Casa (1913-1915)	131B	McFarland 6
131	Chalmers (1921 & Ear.)	104	Merced
131B	Chandler	131	Mitchell
100	Chevrolet 20	104	Moline Knight
104	Chevrolet (All Models Except 20)	131	Monroe
102A	Cleveland	131	Moon
131B	Cole (1917-22)	103	Nash (All Mod.)
102A	Cole (1916 & Ear.)	131	National (1917 & Ear.)
104	Columbia	133	National (1918-22)
131B	Daniels (A. B. C. D.)	103	Oakland (1917-1922)
131	Davis (1920 & Ear.)	131	Oldsmobile
131B	Davis (1921-22)	131B	Paige
104	Dort	104	Patterson
131B	Detroit	104	Peerless
102A	Dodge	150	Reo
103	Duesenberg	131	Pierce-Arrow (1917-22)
103	Durant (4 Cyl.)	102A	Pilot
104	Durant (6 Cyl.)	102	Rickenbacker
101A	Earl (All Mod.)	104	R. & V. Knight
103C	Eclair	103	Saxon
131B	Elgin	131	Saxon (6 cyl.)
104	Essex	131	Scripps-Booth (1919-1922)
104	Gardner	131	Standard
104	Grant	131B	Standard 8
104	Handley-Knight	103	Stearns Knight (4 Cyl. 1918)
131	Haynes	131	Stearns-Knight (1922)
104	Hudson	102A	Studebaker
101A	Hupp (1918-22)	131	Stutz (1917 & Ear.)
103	Hupp (1915-16-17)	131	Templar (1921 & Ear.)
131	H. C. S.	104	Vellie (1916)
131	Interstate	133	Vellie (1918-22)
104	Jackson	131	Westcott
131B	Jeffries	131	White
131	Jewett	104	Wills-St. Chaire
131	Jordan (1918-21)	131	Winton
		104	Yellow Cab

Be sure to specify order No. and make, model and year of car.

Wing Radiator Caps



Type C

No. C-1554, Chevrolet "490", 7 inches overall, each\$1.25
 No. C-1558, Ford, 7 inches overall, each 1.25
 Type C, all other cars, please specify, each 2.00

Radiator Cap Wings



No. 1586, 9 inches overall length, each\$0.75
 No. 1587, 13 inches overall length, each 1.00

E-Z-Fill Tank Caps

Takes the place of the Standard Ford Cap and does away with the necessity of removing cap every time gas is run into the tank. Push the gas nozzle down on the lid and it opens; pull nozzle out and the stout spring snaps lid back to place, snug and tight.



No. G-196, each\$0.50



Tankcaps

These Tankcaps are carefully machined from an unbreakable white metal alloy, beautifully finished, accurately threaded and fitted with a gas-proof cork gasket.

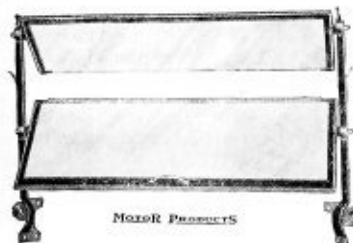
Model	Name of Car	Model	Name of Car
5	Allen	33A	Hudson (1916-20)
4	Anburn	51	Hummel (Mod. R)
6	Buick (Six)	4	Jordan M
4	Buick (Four)	32	Jordan F
7	Chalmers	5	Kissel
51	Chandler (1917-20)	32	Liberty
31B	Chevrolet (490 Open Models)	2	Maxwell (1922)
51	Chevrolet (490 Sedan & Coupe)	51	Moon
32	Chevrolet (1914-16-22)	2C	Nash
51	Cleveland	51	Oakland
4	Columbia	33A	Oldsmobile
51	Commonwealth	1	Overland 4
51	Crow-Kelbart	32	Packard (Single Six)
5	Dodge	31B	Paige
4	Dort (1921-22)	50	Reo (All Models)
51	Dixie Flyer	51	Scripps-Booth
51	Elgin	32	Sheridan
4	Essex	51	Stephens
51	Gardner	31B	Stearns-Knight
4	Grant	2	Studebaker (Light Six)
31B	Ford	5A	Studebaker (Special & Big Six)
2	Franklin (All Models)	4	Templar
5	Handley-Knight	4	Vellie
32	Holmes	2	Willys-Overland
4	Hudson (1921-22)	4	Winton

Caps, each\$0.75



WINDSHIELDS

Windshields for Fords



MOTOR PRODUCTS

upper hinges are of the ball bearing type with positive lock; the lower hinges cone friction, adjustable at any angle.

These shields are finished in a high-grade, black enamel, baked on. They are fitted with a rubber strip which sets into the lower frame and effectively seals the space between the bottom of shield and cowl, making them waterproof.

No. Z17, for 1915-1921 without starter.....\$16.00

No. 170, for 1919-'22 models with starter.....\$16.00

No. 150, same as No. 170, but without glass, but so constructed that the glass of the regular Ford windshield may be used.....\$7.50

No. 160, same as No. 170, but without glass, but so constructed that the glass of the regular Ford windshield may be used.....7.50

Windshields for 1923 Fords

Slanting ventilating, both upper and lower windshields for 1923 Fords. Upper glass 10"x35". Lower glass 8"x35".

No. G905, Windshield complete, each.....\$16.00

No. G906, Frame less Glass, each.....7.50

Ford Delivery Car Windshield



MOTOR PRODUCTS

This Ford Delivery Car Windshield with Filler Board only, fills the demand for a rain-vision, ventilating windshield, embodying all modern features of the latest type pleasure car shields, plus sturdy construction for commercial use. No stay rods used. Stanchions fit ends of regular 3 1/2" dash. Rubber strip at bottom makes

weatherproof junction with filler board, as shown.

No. 100, each.....\$17.00

Truck Windshield



MOTOR PRODUCTS

Especially designed for service. All up-to-date features are embodied. Clear vision and ventilation. Fits dash 42" long, 1" thick. Same material and general construction as in No. 100.

No. 110, each.....\$18.00

Windshield Weather Strips



No. 97

For Standard Windshields

Made to fit all standard windshields. Comes in 39-inch lengths, packed fifteen lengths to a box.

No. 136, each.....\$0.75



No. 109

For Ford Windshields

Made especially to fit offset windshields on Ford car. Comes in 37-inch lengths, packed twelve lengths to a box.

No. 137, each.....\$0.75



No. 189



No. 182

No. 189, Square Head V Shape Strips, 1 1/2 inches, for bottom of windshields, each.....\$0.75

No. 182, T Head Strips, 1 1/2 inches, for bottom of windshields, each......75

Windshield Glass for Ford

10x38, Upper Glass, 3/16 Crystal.....\$2.75

12x38, Lower Glass, 3/16 Crystal.....4.00

Upper and Lower (same) 1923 Ford, 3/16 Crystal.....3.00

10x38 Upper Glass, 3/16 Plate.....4.50

12x38 Lower Glass, 3/16 Plate.....6.00

Upper and Lower (same) 1923 Ford, 3/16 Plate.....5.00

Above sizes fit Ford Windshields; one long edge ground smooth.

Packed six pair to case.

Door Glass for Ford Sedan

Ford Sedan Door, 3/16 Crystal.....\$5.20

Ford Coupe Door, 3/16 Crystal.....5.30

Ford Sedan Door, 3/16 Plate.....8.00

Ford Coupe Door, 3/16 Plate.....8.10

Channel Felt for Glass in Doors on Sedans

No. 2C, per foot......25

Pyralin (Celluloid) Sheets

Pyralin Sheets—20x50 .010.....Per Sheet \$1.40

Pyralin Sheets—20x50 .012.....1.50

Pyralin Sheets—20x50 .015.....1.75

Slip Dash—Ford

Will fit any Ford chassis and can be used with No. 100 shield shown above. The extra width, 34", gives added protection. This dash has enough stock all around to assure rigid assembly with chassis and body.

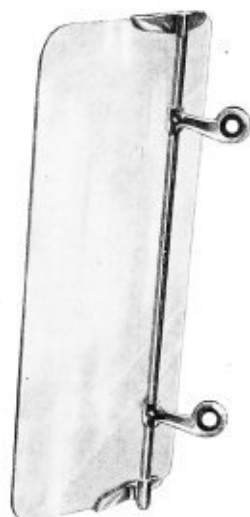
No. G297, each.....\$3.50



MOTOR PRODUCTS



WINDGUARDS AND VISORS



Side Windguards For All Cars

Offer protection from cold, wind, dust, dirt. Eliminate the need of front curtains except under most severe conditions.

This Universal model can be installed on any car in five minutes. Simply remove two nuts on each side of windshield and clamp on adjustable brackets. No holes are drilled in the heavy glass with polished edges which is held by nickel-plated clamps.

Full directions pasted on each wing. Packed one to a carton. Specify make and model of car.

No. G-662, per pair... \$10.00

Auto Wings

These Wings are made of heavy glass encased in a neat metal frame which is nickel plated. Each Wing carried in a tapered bearing top and bottom, securely held by a lock nut. Factory adjusted to the proper tension, but adjustments can be easily changed if desired. Special construction makes it impossible for the glass to vibrate and Wings are unusually sturdy, as no holes are drilled through the glass.



No. G-770, Angle fitting, per pair... \$12.00
No. G-771, Clamp fitting, per pair... 12.00

De Luxe Air Ventilator



Makes a car cool and comfortable in warm weather. Is regulated from the dash and provides a constant flow of fresh air throughout the car at all times.

Finished in a chip and rust proof baked enamel finish

with a nicked brass control button at the dash. Installed in 20 minutes.

No. G-866, each... \$1.75

Pyralin Visors



Universal, one size fits all cars, open or closed. Affords protection from sun glare, rain, snow and glaring headlights. Has a reinforced polished aluminum frame, fitted with panes of heavy transparent tinted

Pyralin. Complete with clamps for open or closed cars. Packed in individual cartons.

No. 2125, Green Pyralin... \$7.50
No. 2126, Blue Pyralin... 7.50
No. 2127, Amber Pyralin... 7.50

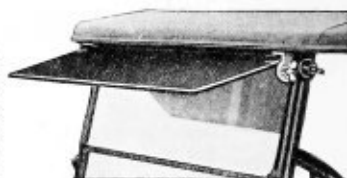
Rain Visors

Quality is Right
Price is Right
Packed Right

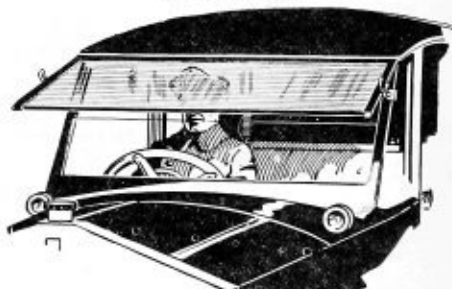
Strong, rigid steel frame, triple-braced, covered with a double thickness of high grade leather finished top-material, black outside, green underneath. Fits either open or closed cars. Packed complete in individual cartons.

Repacked in shipping containers of 10 Visors. Dealers should order in these units.

No. 2116, Black outside, green inside... \$3.50



Glass Visors



This Visor adds dignity to the finest car. By deflecting the sun's blinding rays, thereby casting a pleasing mellow glow throughout the entire car, it not only adds comfort but safety for the driver and occupants. Frame is of manganese bronze richly enameled and nicked. Glass is dull colored, ribbed plate and is supplied in Green, Amber, Violet. When ordering specify color desired and make, model and body type of car.

No. G-864, Standard black finish... \$15.00
No. G-865, Nickel, Sport Models... 20.00

Anti-Glare Shield

A protective shade of green Pyralin in polished aluminum frame. Does not interfere with windshield cleaner. Is adjustable to any driving position and swings up out of the way when not needed.

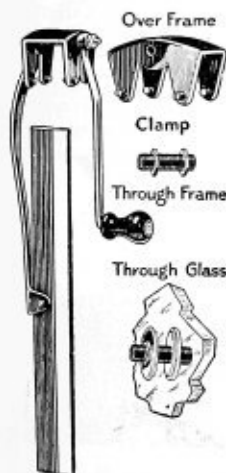
No. G-801, for open cars... \$1.50
No. G-802, for closed cars... 1.50



WINDSHIELD WIPERS

Windshield Cleaner

Universal Type S E



One Cleaner-3 Mountings

No. SE, each.....\$2.00

The dealer's problem of stocking cleaners has been made easy by the new Type SE. One cleaner for over the frame, through the frame, or through the glass. All attachments for either of the three mountings are included in every carton. One dozen cleaners are packed in a counter display carton. This provides the surest, easiest way of selling these new and very popular type SE cleaners.

The handle of the S. E. fits the grip of the driver. Wiper arm provides proper degree of tension for clean wipe of glass through the entire stroke. The rubber cleaning strip has a clean-cut square edge. Ball bearing joint between spring arm and cleaning arm holder allows tilting action of rubber cleaning strips, giving best results.

Windshield Wiper

Fits all two-piece windshields, straight or overlapping with or without weather strip. Cleans both sides clear across the glass.

On all two-piece windshields, push windshield clear of lower glass, about two inches. Slip Cleaner on, with felt side towards the driver. Push all the way up and close the windshield.

On Ford, open type windshields fold windshield over. Slip the Cleaner on upper glass. When windshield is closed handle is on the inside toward the driver. For open or closed cars.



No. G298A, each.....\$1.00

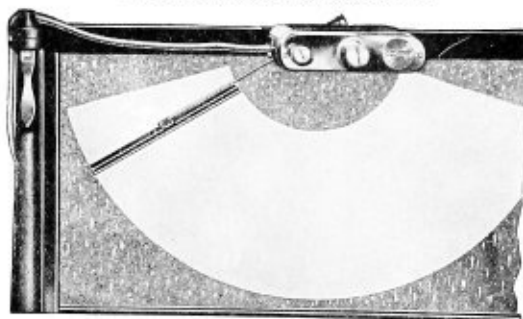


"See-Safe" Windshield Wiper

A new sensation, meeting the demand for a good windshield wiper at a low cost. Each dozen packed in a counter display box.

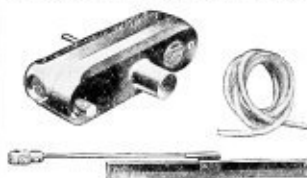
No. G229, each.....\$0.50

Vacuum Windshield Cleaner



Absolutely Automatic—A turn of the button sets the wiping arm in motion, back and forth it swings with regularity, clearing a path over the windshield at every stroke, giving

perfect vision and leaving both hands free for driving. Operates continually fast or slow as desired. Power is obtained from the suction of the motor, thus eliminating any upkeep cost. Requires no attention, not even oiling. Complete instructions for



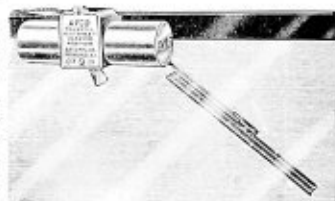
installation with every instrument. Weighs 2½ lbs. Specify for open or closed cars.

No. G867, Black finish, each.....\$5.00

No. G868, Nickel finish, each.....6.00

Electric Windshield Cleaner

Operated from storage battery at a uniform speed—very quiet—small current consumption—simple installation—small size—neat appearance—simple construction—absolutely dependable—cleaner arm held up out of line of vision when not operating—extremely durable—no wearing parts.



Finished in gray enamel. Weight two pounds.

No. G869, each.....\$5.00

Black & Decker Cushion Accelerator

This De Luxe Model Cushion Accelerator consists of a large polished aluminum pedal, which is hinged to the floor of an automobile. It is provided with an air cylinder which operates over a piston attached to the toe board. A return spring balances the pedal and a polished aluminum heel rest holds the foot in position.

The Cushion Foot Accelerator was designed to eliminate the "buttering" of the throttle and is invaluable for road driving.

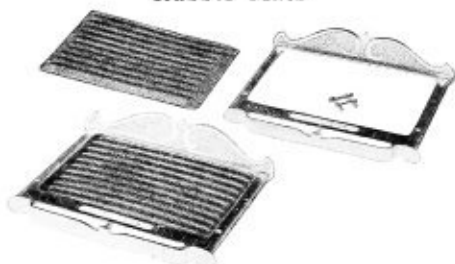


No. G656, complete.....\$9.75



STEP PLATES AND MATS

Aluminum Step Plate Frames With Rubber Mats



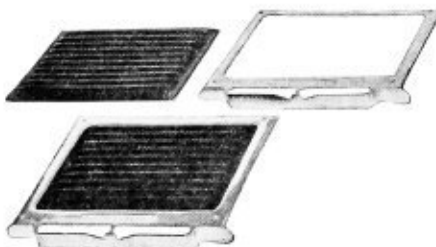
Size 10x12 inches, designed to fit all running boards except Ford, Maxwell, and Chevrolet cars. Name of car can be furnished without charge on all orders of three dozen or more for single shipment.

No. G712B, Frame only, each.....	\$1.75
No. G712A, Mat only, each.....	.75
No. G712, Complete Step Plate.....	2.50



Size 9x11 inches. Designed to fit Ford, Maxwell and Chevrolet.

No. G870B, Frame only, each.....	\$1.25
No. G870A, Mat only, each.....	.50
No. G870, Complete Step Plate.....	1.75



Frame size 10x12 inches. Mat size 8x11 inches. Make an ideal combination to install when the cars come from the factory equipped with kick plates, such as Cadillac, Buick, Oakland, Willys-Knight, etc. Name of car on frame can be furnished without charge on orders of three dozen or more for single shipment.

No. G871B, Frame only, each.....	\$1.50
No. G871A, Mat only, each.....	.75
No. G871, Complete Step Plate.....	2.25

Kick-Plate

Designed to be installed without Step Plates or makes a fine combination with Step Plate No. G871.

No. G753, each.....	\$1.25
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Running Board Step Plates

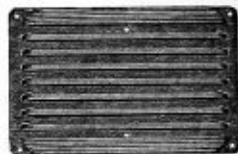


All of these mats are made by a patented process and of a very tough compound, making them superior to the average rubber mat on the market. These mats are very attractive and are built to give long wear.

DeLuxe. Size 12 1/4x8 inches. Weight 1 1/2 lbs.	
No. 75-B, Black, each.....	\$0.75
No. 75-R, Red, each.....	.95

Standard size, 11 1/2x8 in. Weight, 18 ozs.

No. 65-B, Black, each.....	\$0.50
No. 65-R, Red, each.....	.60



Special Wide Mat. Size 10x12 inches. Weight, 1 1/2 lbs. Not illustrated, but similar to Standard Mat. For cars like Buick and others having wide running boards.

No. 70-B, Black, each.....	\$0.75
No. 70-R, Red, each.....	.95
Ford Special. Size, 11 1/2x7 1/2 inches. Weight, 15 oz.	
No. 50-B, Black, each.....	\$0.43

Cocoa Running Board Mats



Made from the finest imported cocoa zbre with two spring steel wire holders woven firmly on the back of the mat, and fit tightly over the running board, thus holding the mat securely on the step and easily taken off and cleaned.

No. G370, each.....	\$1.50
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Accelerator Foot Rest and Heel Plate



This Adjustable Accelerator Foot Rest is a safety device. Prevents unintentional acceleration when driving over rough roads. Permits delicate advancing or retarding of accelerator.

Price, Foot Rest only \$1.60

Heel Plate

Consists of a sheet steel base plate to which rubber has been vulcanized, completely covering the plate. Size 3 1/2x5 1/2 in.

No. G655, Heel Plate only.....	\$0.20
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FLOOR MATS AND PEDAL PADS

Weather-proof Floor Mats for Fords



The large quantity of new rubber used in these mats insures easy sales and dependable service.



Coupe Mat

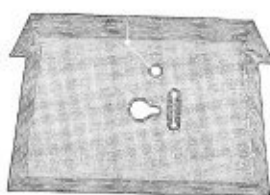
LIST PRICE OF MATS

No. 145, Ford Touring or Roadster 1920-23, each.	\$1.45
No. 145-A, Ford Touring or Roadster 1915-19, each	1.45
No. 160, Rear Ford Touring 1920-22, each.	1.60
No. 160-A, Rear Ford Touring 1923, each.	1.30
No. 250, Ford Coupe up to 1923, each.	2.50
No. 500, Ford Sedan up to 1923, each.	5.00
No. 500-A, Ford Sedan 1923, each.	5.00
No. 500-B, Ford 4-Door Sedan, each.	5.00

Weather-proof Floor Mats for Dodge



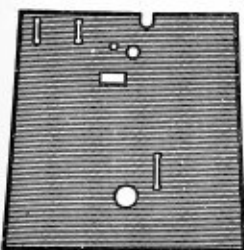
Dodge Coupe Mat



Dodge Touring or Roadster Mat

No. 375, for Dodge Coupe, 1919-21, each.	\$2.25
No. 375A, for Dodge Coupe, 1922, each.	2.25
No. 331, for Dodge Business Coupe, each.	1.98
No. 376, for Dodge Touring rear, each.	2.25
No. 330, for Dodge Touring front, 1917-19, each.	1.98
No. 330A, for Dodge Touring front, 1919-22, each.	1.98
No. 330B, for Dodge Roadster, 1917-22, each.	1.98

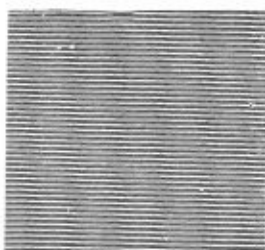
Floor Mats for Chevrolet



400-1922 Models	Each
No. 335, Coupe	\$3.35
No. 340, Sedan Front	3.40
No. 320, Sedan Rear	3.20
No. 300, Rear Touring	3.00
No. 325, Roadster	3.25

Made in sheets and can be cut to fit any car.

Rubber Carpet Mats for All Cars

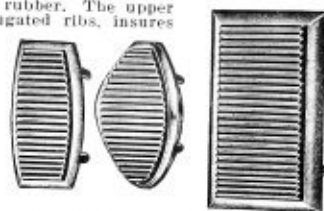


Made in sheets and can be cut to fit any car

Gray	Each	Gray	Each
36x30-in.	\$2.50	40x34-in.	\$3.10
32x32-in.	2.50	36x34-in.	2.85
30x30-in.	2.25	40x30-in.	2.75

"Perfection" Pedal Pads

"Perfection" Pedal Pads are mounted from high-grade solid pliable rubber. The upper surface, with deep corrugated ribs, insures a firm suction grip for the foot. The pad is firmly secured in a cold rolled steel frame, which is attached to the pedal by metal prongs. The frame is handsomely nickel plated and adds greatly to the looks of the car. An inexperienced person can easily clamp pad on pedal in less than one minute. No drilling of holes in pedal or bolts necessary.



Ford	D—Three Pads	\$1.00
Ford Extension	DN—Three Pads	1.25
Buick 1918, E4-34-35-37, Maxwell 1915, Empire 1918, Paterson 1916-18, Lexington 1917, Sterling 1917	EX—21x31	1.25
Overland, Willys-Knight 1916-21	F—27x4, Oval	1.25
Oakland 1918-21, Scripps-Booth 1919-20	FX—17x4	1.50
Buick 1918 E6-44 to 50, Crow-Ellkhart 1921, Buick 1919-21, Overland 1916 (75), 1917 (90)	H—22x42	1.25
Chevrolet (490) 1917-21, Locomobile 1913-16-21	HN—3", Round	1.25
Buick 1917 (E49), Packard 1914-21, Oakland 1914-17	K—21x31	1.25
Auburn 1916-18, Nash 1918-21	L—3x31	1.50
Studebaker 1918-21	LN—21x31, Oval	1.50
Buick 1917 D34 and 35, Gardner, Lozier 4 cyl. 1915-18	M—21x31	1.25
Buick 1915-16, Oldsmobile	O—21x4	1.50
For all other cars, per set	Specials	1.50

No. 6 Pedal Pads

Nickel plated rim extended around pad not only adds to its appearance, but when pad is in position completely covers the joint between the Ford pedal and the pad.

No. 6, Set of three.....\$1.00



Extension Pedal Pads

Unlike other pads, these give, in addition to the usual rubber covering, an extension feature on the clutch and brake pedals. Red gum rubber is vulcanized on the steel base.

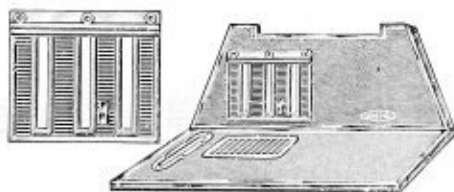
No. G872, Set of three.....\$1.25





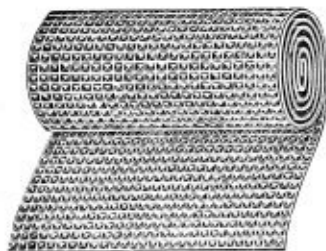
SUNDRIES

Floor Board Outfits for Fords



- No. G676 (linoleum covered), per set\$7.50
 No. G677 (aluminum covered), per set 8.00

Pyramid Matting

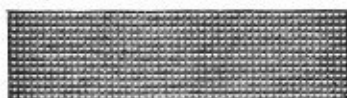


For covering running boards, floor and toe-boards, underside of folding seats, trimming sills and other parts of bodies.

"Uniq" Matting has perfectly formed (stamped) pyramids which make it more durable than ordinary rolled matting.

- Per square foot\$0.80

Pyramid Rubber Matting



- Per square yard\$3.00

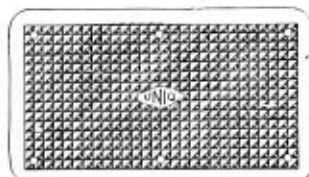
Linoleum



For Running Boards

- In 12-inch strips, any length; Brown. Super-Quality.
 Per lineal yard 1.00

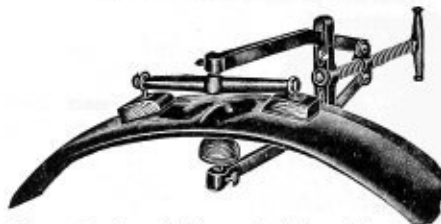
Aluminum Step-Plates



Used as a step-plate on the running board. Also to cover holes worn by the heel in floor board linoleum. An all-year-round seller.

- Size 6 x 10 1/2 inches; list price, each\$0.50
 Size 5 x 8 inches; list price, each35
 Size 3 1/2 x 4 inches; list price, each20

Fender Straightener



Straightens, bends and takes out dents without the fender being removed or heated and without pounding. Will not injure the enamel. Can be operated by one man, and an ordinary job completed in half an hour—adjustable for all kinds and parts of fenders. Will remove dents from bodies, doors, panels, hoods and other metal surfaces. It rolls out the kinks and restores the original form. It will pay for itself on two jobs.

- No. G313, each\$40.00

Running Board Shields for Fords



These Interchangeable Running Board Shields are made to fit Model T Ford cars manufactured during the years 1917 to 1921. They are the exact duplicate in every respect of the 1921 Ford Running Board Shields, manufactured of heavy gauge automobile steel and finished in two coats of high-grade black baking enamel. They will fit all Model T cars from 1911 to 1921 if No. 1721 Lawco interchangeable type fenders are used.

- No. 1721, per pair\$6.00

We are packing both items one pair or five pairs to the crate. Shipping data below.

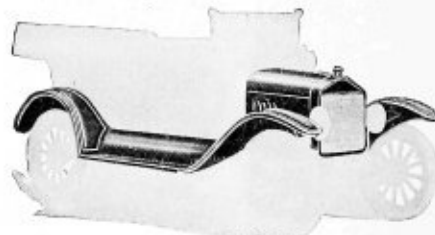
Running Boards for Fords



- "Uniq" Special (linoleum covered), pair\$ 7.50
 Style A (linoleum top with aluminum moulding),
 per pair 7.00
 Style C (pyramid aluminum top with aluminum
 moulding), per pair 7.50
 De Luxe (linrubber covered), pair 11.20
 De Luxe (aluminum covered), pair 11.20

Prices include complete set of aluminum-covered bolts and nuts for attaching boards to car.

Running Boards for Fords



These Interchangeable Running Boards are made to fit Model T Ford cars manufactured during the years 1917 to 1921. They are the exact duplicate in every respect of the 1921 Ford Running Board, manufactured of 18-gauge automobile steel and finished in two coats of high-grade black baking enamel.

- No. 1121, per pair\$5.00



FENDERS

No. 1 Commercial Fender

When a Ford Car is converted into a commercial car a pair of these fenders is necessary, as the fenders which are furnished with the Ford chassis will not allow a body to be put on without interfering with the fender.

No. 1 Crown Fenders are made of heavy gauge steel, finished in two coats of black japan, baked on, and match the front fenders on the Ford Car.

The irons are detached from the fender, but are securely packed in the crate, complete with bolts and washers. It is an easy matter to attach the irons when the fender is put on the truck.

Packed one pair to crate, weight 35 lbs. Packed five pairs to crate, weight 125 lbs.

No. 1, per pair\$6.50



No. 3 Commercial Fender



Especially suitable for Ford one-ton truck, fitted with solid tires. It is also a general utility truck fender, adaptable to practically all truck units.

This Fender is made of heavy gauge steel, finished in two coats of hard, lustrous enamel, thoroughly baked on at a very high temperature. The style

of construction makes it very strong and rigid.

Two extra heavy irons, bolts and washers, also black enameled, are furnished with each Fender.

Packed one pair to crate, 35 lbs. Packed five pairs to crate, 125 lbs.

No. 3, per pair\$7.00

No. 5 Commercial Fender

This Fender is designed and built especially for Ford one-ton trucks, equipped with 32x44 pneumatic tires, and is an exact match for the Ford Front Fender.

Length of Fender at base, 39 inches. Height of Fender base to top, 20 inches.

This Fender is made of heavy gauge full - finished steel, with two coats of black enamel baked on. Strong and rigid construction and skirt reinforcement.

Two extra heavy wrought iron brackets, bolts and washers, also black enameled, furnished with each Fender.

Packed one pair to crate, weight 40 lbs. Packed five pairs to crate, 140 lbs.

No. 5, per pair\$8.00



Nos. 16 and 17 Fenders for Ford Cars



These Fenders are an exact duplicate of the Fender supplied with the Ford cars and are interchangeable with them.

Constructed of 20-gauge full finished steel, finished in two coats of hard, lustrous black enamel, baked on under a high temperature, they equal in appearance and serviceability the Fenders furnished as standard equipment on the higher-priced cars.

No. 16 Fenders fit all models up to and including 1916.



Packed one set to crate, weight 90 lbs. Packed six sets to four crates, weight 460 lbs.

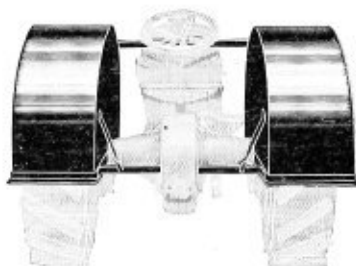
Per set of four\$25.00

No. 17 Fenders fit 1917 and later model cars.

Packed one set to crate, weight 90 lbs. Packed six sets to four crates, weight 460 lbs.

Per set of four\$25.00

No. 8 Fenders for Fordson Tractor



Fordson Tractors leave the factory without Fenders—they are not included as standard equipment.

Safety, convenience and appearance make a pair of Tractor Fenders a necessity on every tractor.

These fenders are built of 20-gauge automobile sheet steel, and are finished in two coats of lustrous black enamel, baked on. Entire base of Fenders reinforced with angle iron.

Braces 3x1 1/2 steel, finished in black enamel. Braces, bolts, nuts and lock washers complete, packed in crate with Fenders.

Packed one pair to crate. Size of crate, 31x60x19 inches. Shipping weight, 115 lbs.

No. 8, per pair\$30.00



LOCKS AND STEERING WHEELS

"Steel Grip" Lock



The "Steel Grip" lock is a case-hardened steel lock for the fork type, permanently and rigidly attached to the steering post just under the wheel. Four sizes will fit practically all cars. Can be installed in a few minutes without special tools. Approved by the Underwriters' Laboratories and recommended by insurance agents. Nickel finish. When ordering be sure to specify make of car.

No. G873, each \$15.00

Simplex Theftproof Locks



An improved lock of the "spinning" type. Constructed of case-hardened steel throughout. Approved by the Underwriters' Laboratories. Easy to install and does not change the original Ford construction. Neatly finished in nickel.

No. G-665, each \$7.00

For All Cars

Simplex Theftproof Auto Lock shown to the left will fit all cars except Ford and Maxwell. Special models for these. Locks front wheels rigid in straight ahead position; prevents steering and towing. Insurance companies will allow 15% reduction in the theft insurance premium on cars equipped with

Simplex Theftproof Auto Lock.

No. G666, each \$15.00

Tilting and Locking Steering Wheels



FOR FORD DODGE CHEVROLET OVERLAND 4

The wheel itself is of standard 17-inch diameter. The grip is made of seasoned maple, stained and highly polished. The spider is cast of aluminum in one piece and is highly burnished on both sides.

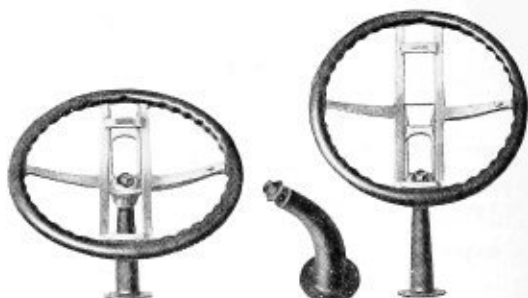
This steering wheel really tilts out of the way—doesn't slide down along the steering post—doesn't swing out to the left or right—but actually raises out of the way—and stays there until replaced. Another important use—it securely locks the car.

The tilting arrangement and the locking device are distinctly separate.

Price complete, Ford and Chevrolet model.....\$13.50

Dodge and Overland, with solid walnut rim..... 14.50

Neville More-Room Wheels



Demonstrating Stand Free with Order for 6 or More Wheels

The Neville "More-Room" Steering Wheel is a necessity where the motorist desires maximum comfort and convenience in operating his car.

Neville Wheels are no different than the fixed type of steering wheel when in driving position, but can be pushed forward out of the way when entering or leaving the car, allowing fully eight inches more room.

This gives ample space where it is most needed. It means that the driver can enter or leave his car without sliding or squeezing under the steering wheel.

Neville Wheels are standard equipment on various models of Dodge, Studebaker, Haynes, Kissel, Velie, Gray-Dort and other makes.

List Prices

17-inch Neville wheels for Fords.....\$10.00

17-inch Neville wheels for other makes of cars... 11.50

18-inch Neville wheels other makes of cars..... 12.50



STEERING WHEELS

Lock Steering Wheels



These Locking Steering Wheels afford safety when driving and security against thieves. Key-hole is conveniently located on the top of spider, and on all makes except Chevrolet the horn button is in the center.

All of the outer parts of the lock and scroll, jaws and pinion are of heat-treated hardened steel operating in grease. The rim is of hand polished walnut, corrugated inside and out, 17" diameter. Nickel and aluminum spider.

Wheel can be installed in a few minutes. There is nothing to take apart or adjust. It is simply screwed into place, three tool steel pins are then driven in and the horn button wires connected.

Can be supplied for Fords, Chevrolet, Overland and Maxwell. Please specify.

No. G-805, each \$15.00

Composition Steering Wheel

For Dodge, Chevrolet or Ford

These wheels are 17" in diameter, corrugated with beaded top and outside hand grip. The aluminum spiders are inserted in the composition rims, and will not work loose. Packed in individual cartons, ten to a case weighing 40 lbs.

No. G-806, for Fords, each \$6.00

No. G-807, for Chevrolet and Dodge 6.50



Ford Steering Wheel



Aluminum Spider, 17-inch, walnut finish, corrugated rim. Packed in individual cartons.

No. G311, Round Rim outside, each \$5.00

No. G910, Polygon Shaped Rim outside, each 6.00

Chevrolet Steering Wheel

Similar to Wheel shown above. Has aluminum spider, 17-inch, walnut finish, corrugated rim. In individual cartons.

No. G312, Round Rim outside, each \$5.25

No. G911, Polygon Shaped Rim outside, each 6.00

Electric Steer Warmers

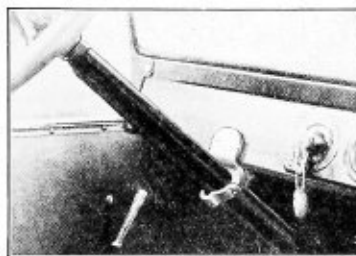
These Steer Warmers consist of two neat, leather-covered grips, one for each hand, which lace on the steering wheel. A very small current is sufficient to keep the grip warm. Furthermore, after the grips reach a certain temperature, they will get no hotter, but will retain this same heat as long as the current is turned on.

Steer Warmers can be attached to any make of car in ten minutes. There are no bolts or screws; no holes to bore. Lace on; wire up—that's all.

No. G304, for Ford, pair \$5.75
No. G305, for other cars, pair 7.75



Steering Column Braces



No. G-731
Black \$1.00

No. G-732
Nickel \$1.25



No. 42, Black \$0.75

Adjustable Extension Handle for Fords

In emergencies when Ford drivers must use their brakes quickly—or when they are starting or stopping, this extension shortens that long reach. Can be quickly adjusted to any Ford Car or Truck.

No. G-746, each \$2.50



REX
Adjustable
EXTENSION
HANDLE

Gear Shift Extension

Order Number G629

Fords (except 1920), each \$1.75
Fords (nickel, black ball), each 2.00
Dodge, Nash, Overland, each 1.25
Hudson, Stutz, Willys-Knight, Hupmobile, Saxon, Pierce-Arrow, each 2.00
All other cars, each 1.50

Specify Make and Model of Car





IMPROVED TYPE SPRING BUMPERS

These Bumpers are without a doubt the most easily attached of any on the market. Fittings are very simple and in most cases it is unnecessary to drill any holes. Full instructions with every bumper.

When ordering be sure to give make, model and year of car, as well as our Order Number, also state whether for front or rear.

"BROAD FACE"



"BROAD FACE" BAR FRONT BUMPERS

*No. 1-B Front, all black, excepting nickeled clips	\$16.75
*No. 2-N Front, nickeled leaves, balance black enamel	17.75
†No. 3-N Special, front, nickeled leaves, balance black enamel	14.50
‡No. 4-N Ford, front, nickeled leaves, balance black enamel	14.25

"BROAD FACE" BAR REAR BUMPERS

*No. 5-B Rear, all black, excepting nickeled clips	\$17.25
*No. 6-N Rear, nickeled leaves, balance black enamel	18.25
†No. 7-N Special, rear, nickeled leaves, balance black enamel	15.00
‡No. 8-N Ford, rear, nickeled leaves, balance black enamel	14.75

"SINGLE-BAR"



"SINGLE-BAR" FRONT BUMPERS

*No. 9-B Front, all black excepting nickeled rail clips	\$14.25
*No. 10-N Front, nickeled leaf, balance black enamel	14.25
†No. 11-N Special, front, nickeled leaf, balance black enamel	12.00
‡No. 12-N Ford, front, nickeled leaf, balance black enamel	11.75

"SINGLE-BAR" REAR BUMPERS

*No. 13-B Rear, all black excepting nickeled rail clips	\$14.75
*No. 14-N Rear, nickeled leaf, balance black enamel	14.75
†No. 15-N Special, rear, nickeled leaf, balance black enamel	12.50
‡No. 16-N Ford, rear, nickeled leaf, balance black enamel	12.25

Key to Special Marking

* For all cars except Ford, Overland 4, Chevrolet, Star and Gray.

† For Overland 4, Chevrolet Superior, Star and Gray.

‡ For Ford only.



IMPROVED TYPE SPRING BUMPERS

These Bumpers are without a doubt the most easily attached of any on the market. Fittings are very simple and in most cases it is unnecessary to drill any holes. Full instructions with every Bumper.

When ordering be sure to give make, model and year of car, as well as our Order Number, also state whether for front or rear.

BOLTED END



"BOLTED-END" DOUBLE BAR FRONT BUMPERS

*No. 17-B	Front, all black excepting nicked clips	\$17.50	*No. 21-B	Special, front, all black excepting nicked clips	\$14.25
*No. 18-N	Front, nicked bars, balance black enameled	19.50	*No. 22-N	Special, front, nicked bars, balance black enamel	16.25
*No. 19-B	Front, extra heavy, all black excepting nicked clips	20.00	‡No. 23-B	Ford, front, all black excepting nicked clips	14.00
*No. 20-N	Front, extra heavy, nicked bars, balance black enamel	22.00	‡No. 24-N	Ford, front, nicked bars, balance black enamel	16.00

"BOLTED-END" DOUBLE BAR REAR BUMPERS

*No. 25-B	Rear, all black excepting nicked clips	\$18.50	†No. 29-B	Special, rear, all black excepting nicked clips	\$14.75
*No. 26-N	Rear, nicked bars, balance black enamel	20.50	†No. 30-N	Special, rear, nicked bars, balance black enamel	16.75
*No. 27-B	Rear, extra heavy, all black excepting nicked clips	21.00	‡No. 31-B	Ford, rear, all black excepting nicked clips	14.50
*No. 28-N	Rear, extra heavy, nicked bars, balance black enamel	23.00	‡No. 32-N	Ford, rear, nicked bars, balance black enamel	16.50

OPEN END



"OPEN-END" DOUBLE BAR FRONT BUMPERS

*No. 33-B	Front, all black, excepting nicked clips	\$15.00	*No. 34-N	Front, nicked bars, balance black enamel	\$17.00
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"OPEN-END" DOUBLE BAR REAR BUMPER

*No. 35-B	Rear, all black excepting nicked clips	\$16.00	*No. 36-N	Rear, nicked bars, balance black enamel	\$18.00
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Key to Special Marking

* For all cars except Ford, Overland 4, Chevrolet, Star and Gray.

† For Overland 4, Chevrolet Superior, Star and Gray.

‡ For Ford only.



SHOCK ABSORBERS

Lincoln Shock Absorbers for All Cars

Lincoln Shock Absorbers are the simplest and most efficient shock-preventing device on the market. No complicated parts—nothing to work loose or get out of order. A positive, easy action all the time, through years of the hardest use. The operating mechanism is completely covered in a mud and dust proof case, and needs no adjusting or other attention.

No necessity for keeping a cumbersome, expensive stock of Lincoln Shock Absorbers. Four sizes fit practically every make of car. For instance the Ford model fits Ford Touring Car, Coupe and Sedan. The same model with slightly different fittings works perfectly with Chevrolet 490 and Overland 4.

No mechanical skill or changes in car are necessary to install. Most frames are already drilled to accommodate them. The work of putting them on is simple.

As each absorber acts independently the result is perfect checking of shocks at any or all corners of the car. The car body is held steady at all times without dangerous side-sway.



Car List Specifications for Lincoln Shock Absorbers

(In exceptional instances where regular sets do not apply, usually on certain makes of bumpers an extra charge is made for special fittings and filler washers.) Holes drilled in frames can be used.

Name of car	Year or Model	Price Including All Fittings
Auburn—1921-22		830.75
Buick 45-50—1918-19-20-21-22		27.00
Buick 4—1922		24.00
Cadillac—1918-19-20-21-22		35.00
Chalmers—1921-22		30.75
Chandler—1918-19-20-21-22		30.00
Chevrolet 490—1918-19-20-21-22		17.00
Chevrolet F A & F B—1918-19-20-21-22		24.00
Cleveland—1920-21-22		27.00
Columbia—1919-20-21-22		27.00
Davis—1922		30.75
Dodge, Touring and Roadster—1918-19-20-21-22		24.00
Dodge, Coupe and Sedan—1918-19-20-21-22		27.00
Dort—1918-19-20-21-22		24.00
Durant 4—1922		24.75
Durant 6—1922		27.00
Earl—1922		24.00
Essex—1919-20-21-22		27.75
Ford—All		15.00
Ford with Lyons Bumper		15.00
Ford Truck—All		27.00
Gardner—1920-21-22		24.00
Gray all models		16.10
Hudson—1918-19-20-21-22		32.50
Hupmobile—1918-19-20-21-22		27.00
Jewett—1922		27.00
Lexington—1920-21-22		24.00
Maxwell—1918-19-21-22		24.00
Mitchell—1919-20-21-22		30.00
Moore—1918-19-20-21-22		30.00
Nash 4—1918-19-20-21-22		30.00
Nash 4—1921-22		24.00
Oakland—1918-19-20-21-22		27.00
Oldsmobile 8 and 4 Cylinder—1921-22		27.00
Overland 4—1920-21-22		16.50
Packard "6"—1921-22		30.00
Paige 6-66—1921-22		32.25
Reo 4—1919-20-21-22		30.75
Star—1922-23. All models.		16.10
Stephens—1922		30.75
Studebaker "Special Six"—1920-21-22		27.00
Studebaker Little Six—1921-22		24.00
Stutz—1918-19-20-21-22		35.00
Vette 48—1921-22		30.75
Westcott—1919-20-21-22		32.50
Whitely-Knight—1918-19-20-21-22		30.00

Prices for other cars on application.

H. & D. Shock Absorbers for Ford Cars



Number	Description	List Price
WITHOUT BUSHINGS		
COMPLETE SETS		
1110	Commercial Car Set	\$10.50
1120	Roadster Set	10.50
1130	Coupe Set	10.50
1140	Touring Car Set	10.50
1150	Sedan Set	10.50
FRONT SETS ONLY		
1110-F	Commercial Car and Sedan Front Set	5.50
1140-F	Roadster, Coupe and Touring Car Front Set	5.50
REAR SETS ONLY		
1110-R	Commercial Car and Sedan Rear Set	7.25
1120-R	Roadster Rear Set	7.25
1140-R	Coupe and Touring Car Rear Set	7.25
WITH BUSHINGS		
COMPLETE SETS		
1111	Commercial Car Set	12.50
1122	Roadster Set	12.50
1133	Coupe Set	12.50
1144	Touring Car Set	12.50
1155	Sedan Set	12.50
FRONT SETS ONLY		
1111-F	Commercial Car and Sedan Front Set	6.25
1144-F	Roadster, Coupe and Touring Car Front Set	6.25
REAR SETS ONLY		
1111-R	Commercial Car and Sedan Rear Set	8.75
1122-R	Roadster Rear Set	8.75
1144-R	Coupe and Touring Car Rear Set	8.75

Shipping weight about 20 lbs. per set.

H. & D. Shock Absorbers for Ford 1-Ton Trucks

Number	Description	List Price
COMPLETE SETS		
1160, Size 1	Set for 1000 Lbs. load capacity	\$21.00
1160, Size 2	Set for 2000 Lbs. load capacity	21.00
1160, Size 3	Set for 3000 Lbs. load capacity	21.00
FRONT SETS ONLY		
1160-F, Size 3	Front set (for all sizes)	5.50
REAR SETS ONLY		
1160-R, Size 1	Rear set for 1000 Lbs. load capacity	20.00
1160-R, Size 2	Rear set for 2000 Lbs. load capacity	20.00
1160-R, Size 3	Rear set for 3000 Lbs. load capacity	20.00

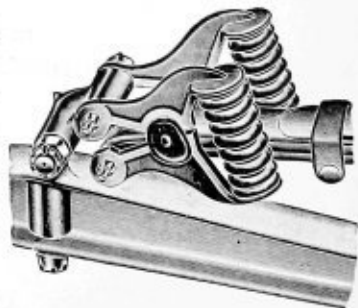
NOTE:—When load capacity is not specified, size No. 2 will be shipped.

Packed one set in a case. Shipping weight about 55 lbs. per set.

Best Automatic Shock Absorbers for Fords Only

Made throughout of unbreakable and malleable castings, nicely finished in black and packed one set of four to a box. Be sure to specify whether for touring, run-about or delivery car. Every set guaranteed.

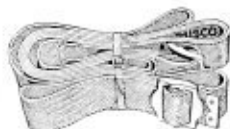
No. 1, per set of four...\$8.50





TOWING LINES AND JACKS

Towing Belts



Two-ton test woven strap, 15 feet long, with two adjustable buckles. Very light and compact.

No. G672.....\$4.00

The Au-To-To Line

A combination of fibre and steel cable wire has at last solved the problem, and it is welcomed by motorists everywhere.

Taking out the jerk has done away with the tearing loose of springs and bending axles and your customer—the experienced motorist who knows—will appreciate this.

Neat khaki sack furnished with each line.

Shipping weight — Pleasure car size, 5 pounds; truck size, 6½ pounds.

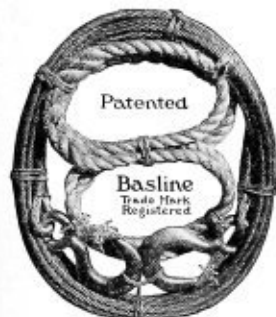
Made in two sizes—pleasure car and truck—both guaranteed.

No. G397, Passenger Car size, each.....\$5.00
No. G398, Truck size, each.....6.50



The Two-Loc Without a Jack

Basline Autowline



This wonderful little towing line is manufactured of high-grade steel, 5/16-inch in diameter, about thirty feet long, over all. It has an approximate strength of 7,000 pounds. This "over all" length includes two 4-inch manila rope slings, which are joined to each end.

These slings make it possible to attach a stalled car to another car or anything else in less than one minute. The strain on these slings, if doubled, is taken by four pieces of 4-inch manila rope, giving an approximate strength of 9,000 pounds.

No safe and sane auto owner should even think of going around the block without an Autowline under the cushion—ready for any emergency.

Weights only six pounds. Coils up under a cushion.

No. G395, each.....\$6.00

Powersteel Truckline

Every head of a business or of a department in which auto trucks are used should see to it that on every truck is at all times a Powersteel Truckline. It may easily save its cost in a day, in time and service, when a stalled or broken truck would otherwise stand for lack of a tow rope.

Powersteel Truckline is made of 4-inch yellow strand power-steel wire rope, and is 18 feet long. It coils up flat and takes up practically no room. Its breaking strength is about 12 tons. It never fails in an emergency.

No. G396, each.....\$12.00



Rees Jacks

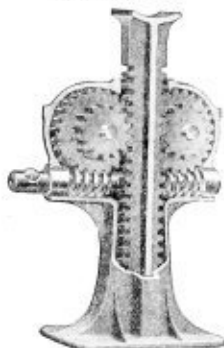


Illustration Shows the Four Working Parts

Rees Double Worm Gear Drive Jack is built on a principle new to jacks, but recognized by authorities as embodying the most efficient form of power application wherein all the forces are balanced and reduced to a minimum.

Many jacks have been built embodying a worm and worm wheel, some of these and others have employed a pinion engaging with a rack to translate the rotary motion of the gearing to the lifting member, but all of these devices are compelled to contend against unbalanced end thrust on the worm and unbalanced side thrust on the rack, which have led to the introduction of various anti-friction bearings and other expedients to overcome the attendant friction and inefficiency of operation.

The double rack forming the



This Jack Saves Your Back

lifting bar is supported freely between the adjacent pinions and consequently divides the load between them without side strain or undue friction.

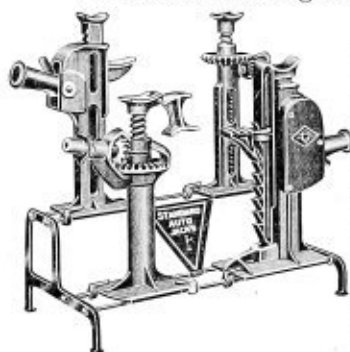
Similarly the worm gears on the end of each pinion step down the forces by reason of their greater leverage and these gears meshing with right and left-hand worms on the worm shaft form a combination perfectly balanced and allow the worm shaft to float in the housing without end thrust or thrust friction. Reduced to its simplest terms, there are only four moving parts in this jack and these are all of strong and rugged proportion.

Internal forces being divided, equalized and balanced, reduce friction and wear to a minimum and thus make the Rees Double Worm Gear Drive Jack the most powerful, speedy and safe jack yet developed.

	Capacity	Height	Raise	Weight	Each
No. 0	1 ton	9½ in.	6 in.	9½ lbs.	\$ 5.50
No. 1C	2 tons	10½ in.	5½ in.	13 lbs.	8.50
No. 5A	2½ tons	10½ in.	6 in.	14 lbs.	10.00
No. 2A	5 tons	10½ in.	6 in.	23 lbs.	12.50
No. 3A	6 tons	12½ in.	6 in.	27 lbs.	16.50
No. 21A	10 tons	14½ in.	9 in.	45 lbs.	35.00
No. 25A	10 tons	24 in.	16 in.	66 lbs.	58.00

JACKS

Jack Merchandising Display Stand

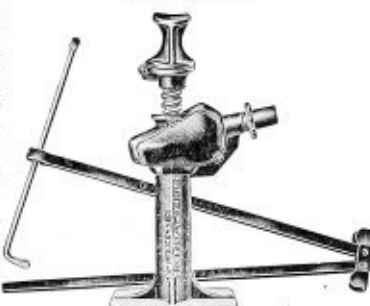


Dealers can sell more jacks by displaying them properly. This display stand will hold four jacks and is furnished free on request with an initial order of six or more Standard Jacks. Stand is finished in green enamel to correspond with the finish of all Standard Jacks.

A ball-bearing screw jack with open gear construction. Has a long folding handle which is convenient for placing jack under the car, operating and removing. Height, lowered 9½ and 11½ inches. Height, raised 15 and 17 inches. Capacity, 2,000 lbs. Weight, 6 lbs.

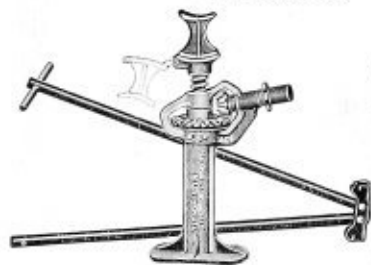
No. 40, each \$4.15

No. 40 Jack



No. 40

No. 41 Jack



No. 41

Identical to the No. 40 Jack except the gears are encased. The ball bearings are contained in a race, insuring durability and ease of operation. Has same specifications as No. 40.

No. 41, each \$6.70

No. 50 Jack for Trucks

A 5-ton lifting capacity jack. Combination geared-ratchet with machine-cut gears and flat springs, which makes this No. 50 one of the easiest operating heavy jacks on the market. Height, bar down, 13 inches. Height, bar raised 20 inches. Capacity, 5 tons; weight, 28½ lbs.

No. 50, each \$24.20



No. 50



No. 33

No. 33 Jack for Trucks

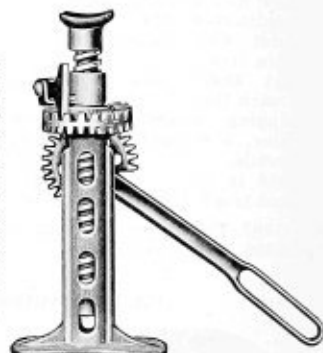
Ball bearing screw type for trucks. The screw is of high grade steel with machine cut threads. Height, screw down 12 inches. Height, screw raised 19 inches. Capacity 3 tons. Weight 17½ lbs.

No. 33, each \$12.60

No. 14 Jack

An efficient screw jack for light cars. So constructed that the gears will not spread under load. Regulating adjustment does not slip or ride on the gear. Height, screw down 10 inches. Height screw raised 15½ inches. Capacity, 1500 lbs. Weight, 4½ lbs.

No. 14, each \$1.35



No. 14

No. 6 Jack



No. 6

Double-acting ratchet type long handle jack. Exceptionally rapid in operation. The long telescoping handle has a short stroke and can be used with unusual convenience when tank, trunk rack, tire carrier or bumper prevents use of ordinary short handle jack. Height, bar down, 11½ inches. Height, bar raised, 17½ inches. Capacity, 2,000 lbs. Weight, 11½ lbs.

No. 6, each \$5.60

No. 11 Jack

A low priced long handle jack for light weight cars. Positive screw action. No springs to lose their tension or break. Height lowered 10 inches. Height raised 16½ inches. Capacity, 1,500 lbs. Weight, 4½ lbs.

No. 11, each \$2.90



No. 11



JACKS—Continued

No. 21 Jack

A low priced jack with a step. All malleable construction. Serves light weight cars such as Ford and Chevrolet. Height, bar down, 5½ inches and 9¼ inches. Height, bar down, 11 and 14½ inches. Capacity, 1,500 lbs. Weight, 13 lbs.

No. 21, each.....\$1.80



No. 21

No. 20 Jack

This long handle jack is ideal for light cars. Handle folds conveniently for tool box length. Has a short stroke permitting use under a tire carrier. Height, lowered 7½ and 10¼ inches. Height, raised 13¼ and 16 inches. Capacity, 1,500 lbs. Weight, 5½ lbs.

No. 20, each...\$3.15



No. 20

No. 4 Jack

A light jack for smaller cars. Ideal for cars with low axles and very popular for Ford and Chevrolet cars. Has adjustable swing top, giving the jack a wider range of lift.

Height, bar down, 10¼ inches. Height, bar raised, 16¼ inches. Capacity of jack, 1,500 lbs. Weight, 6 lbs.

No. 4, each.....\$3.35



No. 4

No. 2 Jack

Designed to meet a high-grade demand at a medium price. For cars with lower axles. Height, bar down 10¼ inches. Height, bar raised 15¼ inches. Capacity, 2,000 lbs. Weight, 8½ lbs.

No. 2, each.....\$4.25



No. 2

Tire Savers No. 30 and No. 31

These jacks are used to raise each wheel off the floor to save the tire while cars are in the garage. Made of malleable iron. The jack is placed under the hub and with one operation the weight of the car is lifted to the desired height as the rack bar is adjustable. No. 30, to be used on wheels up to 34 inches and No. 31 on those larger.

No. 30, set of 4, weight, 29 lbs..\$9.95

No. 31, set of 4, weight, 34 lbs..10.70



No. 30

No. 9 Jack

The No. 9 Pressed Steel Jack is light in weight and easy to operate. The base and sides are of pressed steel, solidly riveted. All working parts are malleable iron. The rack bar is made of steel with machine cut teeth. Has automatic release of rock bar when load is removed. Twisted steel handle gives a broad, flat surface for hand.

No. 9, each.....\$1.40

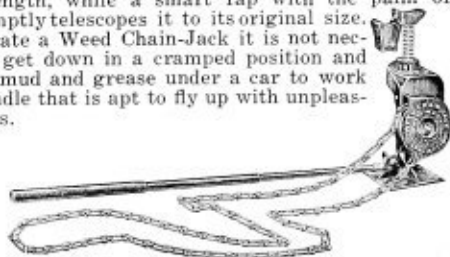


Weed Chain Jacks

The Weed Chain-Jack, with extension handle, discloses very desirable operating features as compared with the usual ratchet type Jack.

When not in use the handle is telescoped to its smallest size and rests snugly against the side of the Jack. A sudden upward jerk quickly extends the handle to its full length, while a smart rap with the palm of hand promptly telescopes it to its original size.

To operate a Weed Chain-Jack it is not necessary to get down in a cramped position and grovel in mud and grease under a car to work a jack handle that is apt to fly up with unpleasant results.



Prices and Specifications

Order No.	Size	Height When Lowered	Max. Rise	Height When Raised	Lifting Capacity	Weight	Price Each With Handle	Price Each Without Handle
G378	8"	8"	41½"	141½"	1 ton	10 lb. 8 oz.	\$6.00	\$5.00
G379	10"	10"	55½"	175½"	1 ton	11 lb. 1 oz.	6.00	5.00
G380	12"	12"	61½"	181½"	1 ton	11 lb. 4 oz.	6.00	5.00



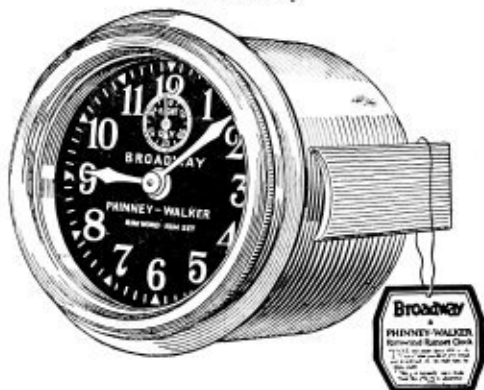
AUTOMOBILE CLOCKS



Three clocks mounted on a display stand create sales. Board looks like the instrument board of an automobile and has a Detroit, a Frisco and a Denver clock mounted on it. Dealer pays only for the clocks.

No. G-808 Display Assortment.....\$24.50

"Broadway"



The outstanding feature of the BROADWAY is the new method of attachment to the instrument board. No screws or large flange required. Clock is held firmly in place by means of a special clamp at the rear—entirely out of sight.

Beautifully finished in full nickel. Has a 2½-inch dial, finished black. Rim Wind—Rim Set—eight day movement. Furnished with two clamps. One for sheet metal instrument boards. The other for boards one-half to three-quarters of an inch thick. Luminous dial \$2.00 extra.

No. G-809, each.....\$11.50

"Manhattan"

A fast seller on its own merits as a practical, good-looking clock. Rim Wind—Rim Set—eight day movement. Easy to regulate and dependable under all motoring conditions. Silver or plain black dial. Two finishes: black lacquered or all nickel. 2½-inch dial. Luminous dial \$2.00 extra.

No. G-810, each.....\$12.40



"Denver"

A key wind clock that appeals in price and appearance to an immense class of car owners. Handsome, strong and a clock that keeps time regardless of jolts, jars, heat and cold. An eight day movement. Winds with a key from the front. Finished in black lacquer or full nickel. Black dial, white numerals. Size of flange—3¼ inches. Size of hole required—2½ inches.

No. G-811, each.....\$7.50



"Detroit"

Another Rim Wind, Rim Set, eight day clock for the car owner who doesn't want to invest as much as the Manhattan costs. Just as good a timekeeper. The dial is silver with black numerals or plain black with white numerals. Finish, black lacquered or all nickel. 2½-inch dial. Luminous dial \$2.00 extra.

No. G-812, each.....\$11.50

"Frisco"

The Frisco model takes care of all the car owners who want to keep the cost of equipment down to the lowest possible figure. Every motorist can afford to have one. It is wound by a concealed stem in the rear and its new type of movement goes for thirty hours on one winding. Black lacquer finish—a smart looking bevelled crystal. Size of flange—3 9/16 inches. Size of hole required—2½ inches.

No. G-813, each.....\$5.50



"Glownite"

The Glownite model has a black dial with "Udarc" radium numerals and hands which stand out as clearly by night as by day. A lock-plate completely encloses the clock, enhancing its appearance and affording protection against theft. The Glownite meets every requirement of the motorist and is a useful and attractive addition to any instrument board. Made in bright nickel or dull black.

No. G-814, each.....\$4.00



"Paramount"

Differing in appearance and construction from the Glownite model, the Paramount has an attractive silvered dial which can be read at any angle. Its one-piece cover plate combines a highly finished appearance with the Mansfield theft-resisting amounting feature. The Paramount is a trim clock especially practical for motorists who do little night driving.

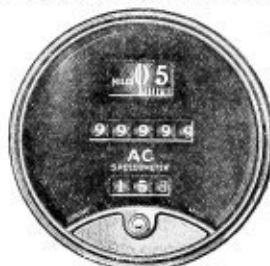
No. G-882, each.....\$3.00





SPEEDOMETERS AND VACUUM TANKS

AC Speedometer for Fords



A high grade magnetic instrument, fully jeweled, registering 70 miles per hour, 100,000-mile total register and 100-mile trip, registering tenths and resettable. Black face with white figures, rim of solid brass, nickel-plated.

The drive for the AC Speedometer is taken from the left front wheel. No swivel to give trouble. A small compact drive nearly hidden from view, the gear being held by three wheel flange bolts, all necessary parts furnished complete with instructions.

No. G651, for Fords.....\$15.00
No. G815, for Stars.....15.00

Hub Odometer



Records of mileage, checked against costs, show the per mile operating expense for each truck—what it is and what it ought to be. They check reckless or extravagant driving; they reveal every instance where fuel or supplies are squandered.

When ordering state the make, model, year of manufacture of car, and size of front wheel.

No. G270, each.....\$20.00

Veeder Ford Model Hub Odometer

The Veeder Hub-Odometer records the distance traveled on a given amount of gasoline, giving a standard for gasoline economy. Allows checking up of fuel, oil and battery costs — the wear of guaranteed parts and accessories — the efficiency of the driver. Seals on to front hub and always registers forward, whether truck runs forward or backward. When ordering, give model, year of manufacture of car and size of front wheel.

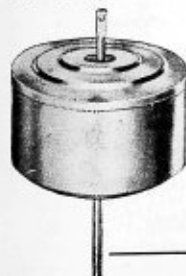


No. G271, each.....\$15.00

Replacement Floats for Stuart Vacuum Tanks

Made of brass and guaranteed to work satisfactorily. Dealers will find it is to their advantage to purchase these Replacement Floats in goodly quantities.

No. G816.....\$1.50



Stewart Vacuum Tank

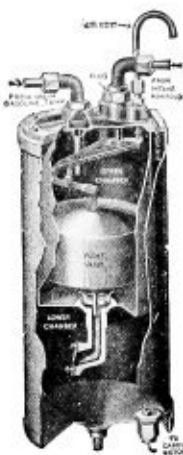
Feeds gasoline to the carburetor automatically and evenly under any and all motoring conditions. Banishes every feed trouble. Displaces unsatisfactory pressure and gravity systems "over night." Now standard equipment on 95 per cent. of all cars.

It is a small tank installed under the hood on the dash or motor and connected to the intake manifold carburetor and gasoline supply reservoir. The motor's suction through the manifold drains gasoline from the reservoir on the rear of the small vacuum tank, from which the gasoline falls in a positive, smooth flow to the carburetor.

No. 116A, Stewart Vacuum Tank for small cars, such as Ford, Dodge, Chevrolet, etc., each.....\$13.50

No. 122E, Stewart Vacuum Tank for average 4- or 6-cylinder cars up to 45 H.P., each.....\$13.50

No. 113A, Stewart Vacuum Tank for all big sixes, each.....\$13.50



Replacement Parts for Stewart Vacuum Tank

Part No.	Price
793 Vacuum Valve Stem, all models.....	\$0.25
794 Atmospheric Stem, all models.....	.25
1464 Float Lever, all models.....	.25
1465 Float Lever Pin, all models, per 100.....	.50
1473 Spring Lever, all models.....	.25
1474 Valve Stem Lever, all models.....	.25
1475 Lever Connecting Link, all models, per doz.....	1.50
1476 Connecting Link Pin, all models, per 100.....	.50
1480 Pipe Plug, all models, per doz.....	1.25
1483 Valve Stem Sleeve, all models, per doz.....	1.25
1485 Valve Tension Spring, all models, per doz.....	1.25
1487 Valve Stem Lever Pin, all models, per 100.....	.50
2389 1/4-inch Split Lock Washer, all models except 122-A, per doz.....	.65
2445 1/4-inch 20 Hexagon Jamb Nut, 116-A-B-C-D-E-F-H; 122-D-E, per doz.....	.25
2762 Vacuum Check Valve, 113-A-B-F-G-K-P; 116-A-B-F-H; 122-D-E; 127-A-B.....	.35
2764 Reservoir Outlet Bushing, 113-A-B-F-G-H-J-K-L-P-R-S; 122-A-B-D-E; 127-A-B.....	.35
2807 Bracket Screw Nut, 113-A-B-C-F-G-J-K-L-P-R-S; 127-A-B-C-D, per 100.....	1.00
2808 Vacuum Valve Nipple, 122-A; 127-C.....	.30
2815 Lavigne Solderless Couplings, 113-A-F-H-K; 116-A; 127-A.....	.35
2816 Lavigne Solderless Coupling Elbow, 113-A-F-H-K; 116-A; 127-A.....	.50
2817 Six feet of 5/16-inch Brass Tubing, 113-A-F-H-K; 116-A; 127-A, per foot.....	.25
2929 Straps for Tubing, 113-A-F-H-K; 116-A; 127-A, per doz.....	.75
3399 Vacuum Valve Nipple, 113-J; 116-E.....	.30
3477 Gasoline Strainer Assembly, Models 116; 122; 113; 127, except 113-C and 122-A-B.....	.30
3548 Lavigne Elbow Coupling, 113-F.....	.50
3674 Gasoline Strainer Assembly, 113-C.....	.50
3685 Top Cover Assembly, 122-A-B.....	2.50
3686 Top Cover Assembly, all models, except 113-A; 122-C-D-E-F-G.....	2.50
3830 Cover Gasket, all models, per doz.....	1.50
3911 Top Cover Lever Assembly, top vent.....	4.00
3913 Top Cover Lever and Float Assembly, top vent.....	5.50
3973 Gasoline Strainer Assembly, 122-A-B.....	.75
4473 Bracket Clamp Screws, 116-A-B-D-E-F-H; 122-D-E, per doz.....	.50
4648 Plug, per doz.....	1.25
6336 Vacuum Valve Nipple, 113-H.....	.30
6383 Vent Tube Extension, 113-A-B-C-G-H-J-K-L-P-R-S; 116-A-B-E-H; 122-D-E.....	.30
6835 1/4-inch Lavigne Solderless Coupling, 116-C.....	.35
7003 Filler Head Bracket Screws, 113-A-B-C-F-G-J-K-P-R-S; 127-A-B-C-D, per doz.....	1.50
7308 Vacuum Valve Nipple, 113-C.....	.30
7392 Vacuum Elbow Connection, 113-L.....	.60
9901 Fibre Float Stem Guide, all models, per doz.....	1.50
10262 Cover Gasket, 146-147.....	.30
10265 Cover Gasket.....	.30
10418 Cork Float, Model 127-S.....	2.25
10870 Flapper Valve Assembly, all models.....	1.25
10978 Float Assembly, all models.....	1.50



PARTS FOR STEWART SPEEDOMETERS



Replacement Swivel Joints

Absolutely interchangeable and guaranteed to fit. All parts are accurately machined and case hardened, using hardened and ground washers at all points of thrust, thereby eliminating undue wear and facilitating long life. When ordering specify "right" or "left." No. G875, each.....\$3.50

F. W. S. Swivel Joints

F. W. S. Swivel Joints are furnished either right or left hand as specified, but you are never out of "rights" or "lefts" because this simple change can always be made.

Packed one in a box. Specify right or left hand.

No. 209, each.....\$3.50

F. W. S. Shafts

This shaft is very strong and yet it gives the maximum amount of flexibility.

Sold complete in lengths from 48 inches to 84 inches, including inside drive and end fittings for the different makes of speedometers.

Specify length.

No. B210, complete shaft.....\$4.00

F. W. S. Shaft Fittings



No. C215—Upper Clutches for Stewart Chain Drive.....\$0.15

No. C216—Links for Stewart Chain Drive, 11 links to the foot, per foot......30

No. C217—Lower Sliding Bar Clutch for Stewart Chain Drive......25

F. W. S. Fibre Gears

F. W. S. Fibre Gears are made from the best quality sheet fibre obtainable. The teeth are true and the outside diameter conforms to the diameter of the center hole.



The special Fibre Gears for 1915 Ford cars have an oblong hole instead of a round hole in the center.

No. 1—Cotter Pin Fibre Gears for Stewart Speedometers.....\$0.15

No. 2—Cotter Pin Fibre Gears for Stewart Speedometers......15

No. 3—Cotter Pin Fibre Gears for Stewart Speedometers......15

No. 11—Cotter Pin and Nut Type Fibre Gears for Stewart Speedometers......18

No. 12—Cotter Pin and Nut Type Fibre Gears for Stewart Speedometers......18

No. 13—Cotter Pin and Nut Type Fibre Gears for Stewart Speedometers......18

Road Wheel Gears



Cut-Out Type



Plain Type

Flexible Shaft Parts



1902



617

Rubber Bushing



1996



1880



Swivel Joint

No. 1913 right hand

Drive Pinions



Cotter Pin Type can be used on any Swivel Joint except 1911 Type

1799 Stewart Flexible Shaft

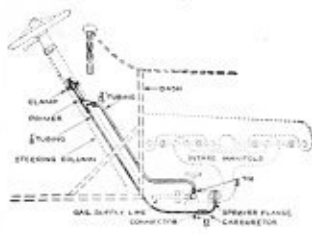
Price List of Parts

Part No.	Description	Price
1913	Swivel Joint (Right Hand).....	\$2.75
4004	Grease Cup.....	.20
4006	Grease Cup Cap.....	.20
1799	Flexible Shaft and Casing, complete (specify length of shaft required)....	3.50
1799	Extra Length Shaft, over 72-inch, extra, per foot.....	.80
1911	Flexible Shaft Casing only (specify length of shaft required).....	2.00
4009	Extra length casing (over 72 inches), per foot, net.....	.40
1880	Upper End Clutch of Chain.....	.25
617	Sliding Bar and Lower End Clutch of Chain.....	.35
4010	Road Wheel Gear, complete with Washers and Screws.....	1.75
4011	Washers and Screws for use on road wheel gear (set of 3).....	.15
4012	Pinion (specify small, medium, large).....	\$0.25
512	Clamp for Steering Arm, complete.....	2.00
4003	Clamp Part (upright).....	.80
4025	Clamp Part (swivel block).....	.35
4015	Clamp Part (cross-bar).....	.40
4017	Clamp Part (axle clip).....	.25
4014	Clamp Part ("S"-clamp link).....	.40
4007	Clamp Part (cross-bar and straight link—one piece).....	.60
1996	Rubber Fender Washer.....	.15
7208	Strap or Hanger for Flexible Shaft....	.20
7210	Angle Sleeve.....	3.00
7212	Extra length Shaft (over 72 inches), per foot, net.....	.80
1902	Flexible Shaft Chain, per foot.....	.50
1997	Stewart Flexible Shaft Lubricant, per can.....	.50
616	Flexible Shaft Ferrule and Union.....	.25
4032	Clamp Set Screw.....	.10



SUNDRIES

Imperial Primers



Ford Installation.

Every Outfit now has the new self-closing Plunger Pump, which eliminates possibility of Primer being left open after use. A fine mesh strainer in intake fitting effectively prevents clogging of spray fittings. Only two kinds of Outfits are required to fit all makes of cars—see listing below.

It is not necessary to cut the gas line to install the new outfit; a carburetor sprayer flange does the trick. Each Ford outfit contains a clamp which attaches priming pump to steering column. Remove carburetor bolts and insert flange with spray slot towards the motor. Remove gasoline line elbow from carburetor and insert supply tee fitting for Primer. No drilling, no cutting.

Many leading tractor makers equip all of their tractors with Imperial Primers because a tractor is hard to crank even in warm weather, and the Primer insures a quick, easy start. It also can be used on trucks, motor boats and stationary gas engines of all kinds.

All connections are made by means of the well known Imperial Compression Couplings, no soldering, flaring or threading being required.

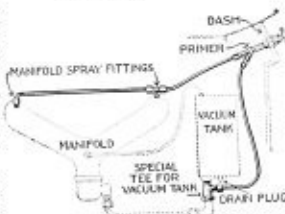
All outfits are packed in a handsome Counter Display Carton, containing two Ford and two Standard Primer Outfits, which will help you double your sales on this popular device. Weight of carton is 5½ lbs.

No. 58D Primer Outfits, complete for all makes of cars, each\$4.75

No. 59D Primer Outfits, complete for Ford cars only, each\$4.00

The Imperial Primer is a simple, easily-installed plunger pump outfit that throws a rich spray of vaporized, fireable gasoline into the manifold near the entrance to the cylinders, thus enabling the engine to be started on the first turnover, no matter how cold the weather.

The small cost of this device is quickly saved by preventing loss of time, needless exhaustion of storage batteries, manipulations of priming cups, etc.



Standard Installation.

Merchandising Display in Carton



Contains

2 No. 58D Outfits } complete\$17.50
2 No. 59D Outfits }



Choke Hold

Keeps the choke rod where it is possible for driver to pull out choke rod when starting and this holder will keep the rod in set position until released after motor is warmed up. Saves frequent restarting in cold weather.

No. G874, each\$0.50

Carburetor Controls for Fords

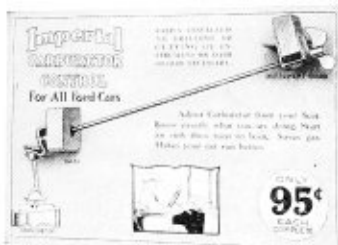
This device permits easy adjustment of the Carburetor Gas needle from the driver's seat without reaching under the instrument board as is now necessary and the neat indicating dial shows at a glance just how the needle is set.

It can be installed in a few minutes as no drilling or cutting of the dash or instrument board is necessary—see illustrations above. Only a pair of pliers, file and screw driver are needed.

It can be applied to all open and closed types of Ford cars. Complete directions for installation are furnished.

One control mounted on colored display card is included with each standard package of 10.

No. 30-R, Ford Carburetor Control, each\$0.95



Special Choke and Control Wire

No. 18, Special Choke and Control Wire in 4-pound coil, each\$0.50

No. 18, Special Choke and Control Wire in 1-pound coil, each2.00

Flexible Choke Wire Conduit

No. G652, in 20-foot lengths, per foot\$0.05

Flexible Metal Carburetor and Exhaust Hose

Made of Galvanized Steel



LIST PRICE

I.D. Inches	O.D. Inches	Price per ft.	I.D. Inches	O.D. Inches	Price per ft.
3/4"	7/8"	\$0.20	1 5/8"	1 13/16"	\$0.48
7/8"	1 1/8"	.23	1 3/4"	1 15/16"	.50
1 5/16"	1 1/2"	.24	1 7/8"	2 1/16"	.53
1"	1 3/16"	.25	2"	2 3/16"	.55
1 1/8"	1 5/16"	.30	2 1/4"	2 7/16"	.70
1 1/4"	1 7/16"	.35	2 1/2"	2 11/16"	1.00
1 5/16"	1 7/2"	.38	2 3/4"	2 15/16"	1.25
1 3/8"	1 9/16"	.40	3"	3 1/4"	1.50
1 1/2"	1 11/16"	.45			



CARBURETORS

KINGSTON SPECIAL CARBURETORS

Kingston Special for Dodge

This Carburetor is designed and built by Kingston especially for Dodge cars. It breaks even the poorest gasoline into the most minute particles and thoroughly mixes these particles with air. This means thorough mixture and complete vaporization. It insures instant starting and immediate warming up of the motor under the most severe weather and climatic conditions. It insures the utmost economy in fuel consumption, is simple to adjust and once

adjusted to the motor requires no further attention. Equipped with guaranteed new-idea fuel strainer separator, and steering column control.

No. G255, all brass, each \$15.00

Kingston Special for Chevrolet

Atmospheric changes do not effect the special carburetor designed for the Chevrolet motor car. The requirements of the Chevrolet Superior Model were completely investigated and this carburetor scientifically constructed to meet them, has been built by Kingston. Kingston Chevrolet Special Carburetors are simple in construction, efficient and extremely economical in operation. Equipped with strainer and steering column control.



Chevrolet Superior

No. G256, all brass \$15.00



Kingston has designed and built a carburetor for an Overland. This Kingston Overland Special will deliver every atom of power and punch in the fuel to the motor. Install a Kingston and be sure of the maximum economy, maximum flexibility, and absolute dependability for your motor. Equipped with strainer and steering column control.

Overland Model 91 No. G803, all brass \$15.00

Dash Control



May be locked in any position by a slight twist of the wrist to the right. May be mounted either on dash or floor. Designed for use on cutouts, air chokes, exhaust heater valves, radiator shutters, Cowl ventilators.

No. 6, each \$2.50

Kingston Special for Ford

The new model Ford DeLuxe is equipped with a spray nozzle that involves an entirely new principle in carburetion. Has a laminated cork float, specially coated. The fuel valve is made of monel metal. Another feature is the bronze compensating air valve. Complete with strainer and steering column control.



Ford

No. G804, all brass \$6.50

Kingston Special for Buick

This new Buick carburetor has been carefully and scientifically built to solve the problem of thorough carburetion. It gives an astonishing increase in mileage per gallon and breaks even these particles with air. Install a Kingston to obtain the best results. Equipped with strainer and steering column control.

G258, all brass \$16.50



Buick

Kingston Special for Maxwell



Maxwell

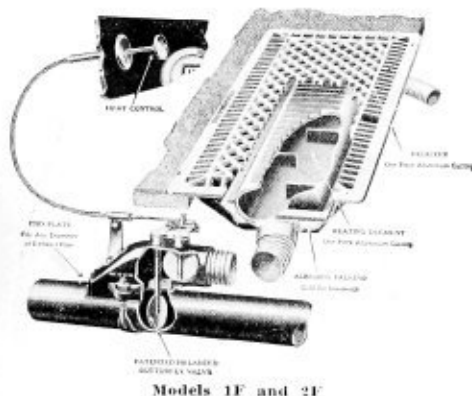
The Kingston Maxwell Special gives increased power with lower fuel consumption. It handles high or low test gas with equally successful results. Picks up instantly under load without choking. Gives greater ease in starting and increased flexibility and smoothness in the operation of the motor. This carburetor is extremely economical and delivers the maximum of power at the minimum of expense and trouble. The Kingston Maxwell Special is designed especially for the Maxwell motor car and is guaranteed to meet its every requirement. Equipped with new-idea fuel strainer and steering column control.

No. G259, each \$12.50

We can supply carburetors for all makes of cars. Please specify make, model, year of car carburetor is desired for and we can take care of your requirements.



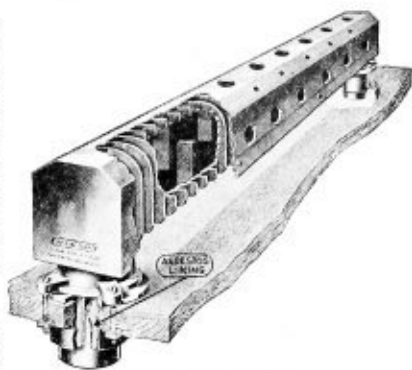
CAR HEATERS FOR ALL CARS



Models 1F and 2F

You will find these Heaters a profitable line to stock and push. Put one on your counter for demonstration purposes. Tell your trade how warm and cozy a Heater will make a car, how it will take the sting out of cold weather and make winter driving a real pleasure.

Tell customers how these Heaters work, that they cost nothing to operate, how it takes the heat from the



Models 3R and 4R

exhaust pipe and distributes it inside the car through a super-radiating heating element which is absolutely leak-proof. No gas, oil odor, or dirt.

These Heaters have the added feature of a universal exhaust pipe fitting. You don't have to tie up a lot of money carrying an assortment of parts. You'll have no lost sales through inability to fit your customer's car. The Patented Butterfly Valve fits ALL sizes of exhaust pipes.

Made in two types, each in two sizes. No. 1F Register Type, size 8½ by 18½ inches. Has one-piece cast aluminum heating element and aluminum cover. Supplied complete with valve control, 5 feet connection of flexible tubing and 4 feet flexible tail pipe.

No. 1F, each\$20.00

No. 2F, size 8½ by 11 inches. Has cast iron heating element and aluminum cover. Supplied with valve control, 5 ft. flexible tubing and 1½ ft. flexible tail pipe.

No. 2F, each\$12.50

No. 3R solid aluminum heating element and cover, 26 inches long. Complete with valve, dash control, flexible tubing, etc.

No. 3R, each\$15.00

No. 4R solid cast iron heating element, aluminum cover 17 inches long. Complete with valve, dash control, flexible tubing, etc.

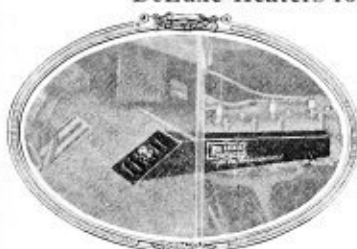
No. 4R, each\$10.00

PATENTED CUT OUT

Includes patented testing valve and dash control.

No. G886, each\$4.00

DeLuxe Heaters for Fords



A real leader for dealers. Heater consists of a one-piece jacket that clasps snugly over the exhaust manifold so as to catch all radiating heat. Installed in 10 minutes.

No. G817, each\$1.75

Heaters for Dodge Cars



Heats like a furnace and fits any model or type Dodge car. Every dealer has a chance for three profits when he sells one of these, the profit on the sale, the profit on the installation, and the profit on repair business created through keeping more cars running.

No. G818, each\$7.50

Heaters for Maxwell Cars

Similar to above heaters.

No. G819, each\$6.00

Heaters for Chevrolet

Similar to above heaters.

No. G820\$5.00

Carbon Brick Heaters

For All Cars



Oval Type

14 inches long. High-grade covering. Weighs 7 lbs.

No. 3D, each\$3.75



Oval Type End Ventilators



Slanting Top

Strong, durable, and of good appearance. Covered with Brussels carpet. Asbestos lining. A good heat giver. Used extensively by farmers, mail carriers, cab drivers, etc.

Light and handy. 12 inches long. Weighs 4 lbs.

No. 5B, each\$3.25

Clark indestructible riveted steel body. Drawn nickel plated, heavily nickel plated. Side and end adjustable ventilators, allowing perfect regulation of heat. Thick asbestos lining. Covered with extra quality of green Brussels carpet. A beautiful heater. 14 inches long. Weighs 9 lbs.

No. 7D, each\$4.75

Clark Carbon Bricks

Per dozen bricks in carton\$1.25



CHAINS

Medium Weight Tire Chains

These Tire Chains are of standard lengths and carry the same number of cross chains as the heavier type of corresponding size. As a preventive of skidding and a means of traction they are equally as efficient, but afford only a fraction of the mileage which can be secured from buying the heavier tire chains.



Extra Heavy Tire Chains

Extra Heavy Weed Chains for Passenger Cars

30 x 3½	\$5.00
32 x 2½	5.50
31 x 4	6.00
32 x 4	6.00
33 x 4	6.50
34 x 4	7.00
32 x 4½	7.00
34 x 4½	7.50
35 x 4½	8.00
35 x 5	9.00
36 x 5	9.00
37 x 5	9.75



Extra Heavy Cross Chains

3½-inch	\$9.00 per C
4-inch	10.00 per C
4½-inch	11.00 per C
5-inch	13.00 per C

Size	Price per Pair
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Medium Weight Price List

30 x 3	\$2.50
30 x 3½	2.65
32 x 3½	2.80
31 x 4	2.90
32 x 4	3.00
33 x 4	3.10
34 x 4	3.20
32 x 4½	3.25
33 x 4½	3.40
34 x 4½	3.40
35 x 4½	3.50
36 x 4½	3.60

Size	Price per Pair	Size	Price per Pair
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Heavy Tire Chain Price List

30 x 3½	\$4.50	34 x 4½	\$6.75
32 x 3½	5.00	35 x 4½	7.25
31 x 4	5.50	33 x 5	7.50
32 x 4	5.50	34 x 5	7.50
33 x 4	5.75	35 x 5	8.00
34 x 4	6.25	36 x 5	8.00
35 x 4	6.75	37 x 5	8.75
32 x 4½	6.25	36 x 5½	10.75
33 x 4½	6.50		

Cross Chains for Solid Tires



For Single Solid Tires

Size	Price
3-inch	\$ 9.00 per C.
3½ "	15.00 " "
4 "	19.00 " "
4½ "	21.00 " "
5 "	24.00 " "
6 "	27.00 " "
7 "	30.00 " "
8 "	34.00 " "

For Dual Solid Tires

Size	Price
3-inch	\$25.00 per C.
3½ "	28.00 " "
4 "	30.00 " "
4½ "	33.00 " "
5 "	35.00 " "
6 "	38.00 " "
7 "	40.00 " "

Heavy Cross Chains for Passenger Cars

	Per 100
3½-inch	\$7.25
4-inch	8.00
4½-inch	9.00
5-inch	10.75
5½-inch	13.50

Quick Repair Link



Open



Closed

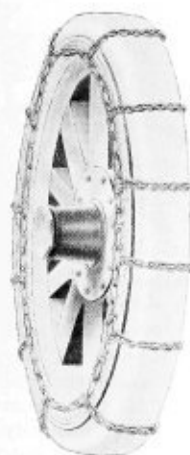
Quick Repair Link—Rapid, efficient, durable. Cuts show actual size. Packed 100 in box.

Per 100

No. 1—For regular weight Cross Chains	\$2.50
No. 2—For extra heavy Cross Chains	3.00
No. 3—For pneumatic Truck Chains	3.50
No. 4—For extra heavy pneumatic Truck Chains	4.00



CHAINS—Continued



Chains for Single Solid Tires

Size	Price per pair
32 x 3	\$6.00
36 x 3	7.00
30 x 3½	7.00
32 x 3½	7.50
34 x 3½	8.50
36 x 3½	9.50
32 x 4	9.00
34 x 4	10.00
36 x 4	11.00
34 x 4½	10.50
36 x 4½	11.50
34 x 5	12.50
36 x 5	13.50
38 x 5	14.50
40 x 5	15.50
30 x 6	13.00
36 x 6	14.00
38 x 6	15.00
40 x 6	16.00
36 x 7	16.00
38 x 7	17.00
36 x 8	17.00

Chains for Dual Solid Tires

Size	Price per Pair
36 x 3	\$12.50
34 x 3½	14.00
36 x 3½	15.00
34 x 4	15.00
36 x 4	16.00
38 x 4	17.00
40 x 4	18.00
36 x 5	17.00
38 x 5	18.00
40 x 5	19.00
40 x 6	21.00
40 x 7	23.00

Pneumatic Truck Chains

32 x 4½	\$9.00 per pr.
34 x 4½	9.50 per pr.
33 x 5	10.00 per pr.
34 x 5	10.00 per pr.
35 x 5	10.50 per pr.
36 x 5	10.50 per pr.
36 x 6	11.75 per pr.
38 x 6	12.50 per pr.
38 x 7	15.75 per pr.
40 x 8	18.00 per pr.
42 x 9	19.75 per pr.
44 x 10	23.50 per pr.

Pneumatic Truck Tire Cross Chains

4½-inch	\$12.50 per C
5-inch	16.25 per C
6-inch	24.00 per C
7-inch	35.00 per C
8-inch	38.00 per C
9-inch	43.00 per C
10-inch	54.00 per C

Chain Adjusters



Chain Adjusters are four springs, radiating from a center chain surrounding the hub, and are attached by simple hooks to the side chain. The adjuster draws the chains evenly to the tires—holds them right, fairly taut, but not tight.

28-inch, 30-inch, 32-inch, 34-inch, 36-inch, per pair \$1.00
37-inch, 38-inch, 40-inch, 42-inch, per pair 1.50

Chains for Motorcycles

Weed Chains for motorcycles are light weight and easily carried in a tool box or coat pocket when not in use, without inconvenience. Packed one chain in a small canvas bag.

Motorcycle Cross Chains

Size	Price	Size	Price
28x3, each	\$2.50	3-inch	\$8.00

Sure-Out Chains

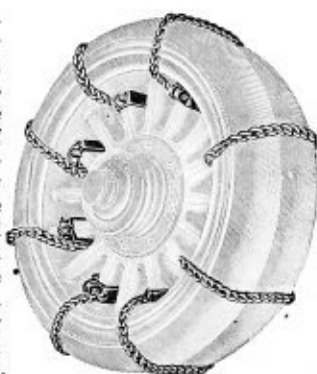


Shurout Chains will get you out of the worst mud in a jiffy. Wrap the chain around the tire, buckle it, and you are ready to go. They go on without tools and without trouble.

Passenger	Pneumatic Truck	Single Solid	Dual Solid
3-in....\$2.20	4½-in....\$4.00	5-in....\$5.00	4-in....\$6.00
3½-in.... 2.20	5-in.... 4.20	6-in.... 5.20	5-in.... 7.00
4½-in.... 4.50	6-in.... 5.00	7-in.... 5.50	6-in.... 7.50
	7-in.... 6.50	8-in.... 6.00	
	8-in.... 7.00	10-in... 7.00	

Arrow Grip Truck Chains

The Arrow-Grip Non-Skid Chain is a simply constructed device which will furnish to truck users absolute traction. It consists of individual grips quickly attached to every other spoke of the wheel. Any standard cross chain can be used. We can supply these for any truck wheels. When ordering specify make, model, year and kind or type of wheels.





TOURING NECESSITIES

Duplex Folding Refrigerator Basket

The Duplex Handy Baskets carry liquids or solids equally well and will keep ice or water cool. They can be washed or you can wash dishes in them. Made of brown canvas, water-proofed. Metal parts are spring steel, rust-proofed. All have double handles and covers fasten with pull-down snap hooks. For campers, excursions, fishermen, picnics or marketing they are ideal, as when empty they can be folded and packed away in a very little space.



No.	Length	Width	Depth	Folds Into	Each
316	16-in.	9½-in.	7½-in.	10½x8½x3-in.	\$3.00
318	18-in.	11-in.	9½-in.	12 x9½x3-in.	3.50

Duplex Folding Canvas Pails



Open

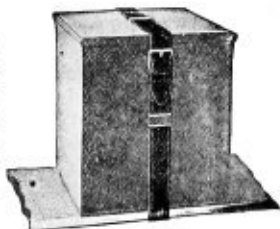
Closed

These Water Pails are the only collapsible or folding pails that you can throw water with, or that can be set down without losing contents. Rigid, strong and simple, they occupy less space when folded than any other. Made of heavy brown canvas, water-proofed. Metal parts are spring steel, rust-proofed. They are water-tight in any climate and will not become brittle or decay through use or disuse.

No.	Capacity	Diam.	Depth	Folds Into	Each
4	6 qts.	11-in.	7½-in.	10½x6x2½-in.	\$2.00
12	10 qts.	11-in.	9½-in.	13½x6x2½-in.	2.50

Tourist Oil and Gasoline Kit

A neat, compact and dust-proof device for carrying extra oil and gasoline when touring. Instantly attached and instantly detached. Furnished with strap complete. Attached to running board.



Size 9x9x10½ in., 3½ gals. capacity.

No. 1, each	\$10.00
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Duplex Automobile Pails



Open

Closed

These Pails have splash guard, strainer and spout, which allows water to be secured from any lake or stream, and the radiator, tea kettle or glass filled with water strained clean enough to drink. The quick, easy way of opening and folding appeals to every one, and the fact that they can be carried folded flat under seat cushion, or folded double in tool box, makes them handy and not cumbersome when not in use. The ideal outing pails.

No.	Capacity	Diam.	Depth	Folds Into	Each
3	6 qts.	10-in.	7½-in.	10½x6x2½-in.	\$2.50
5	10 qts.	11-in.	9½-in.	13½x6x2½-in.	3.00



Duplex Folding Wash Basins



Open

Folded, Double

These Wash Basins can be carried in a very small space and are light and durable. They can be used anywhere and in any climate. Made of canvas thoroughly waterproofed. Metal parts are spring steel, rustproofed. For man or beast—in sickness or health—they offer individual service at small cost. Automobilists, carpenters, sportsmen, tourists and yachtsmen, or soldiers and sailors, will find them space and weight savers.

No.	Diameter	Depth	Folds Into	Each
110B	10-in.	5½-in.	10x6 x1½-in.	\$2.00
112B	12-in.	7½-in.	12x7½x1½-in.	2.50

Town Booster Plates



SOLD IN ANY QUANTITY

These Town Booster Plates are unique and attractive. The frame or backs are made of 24 gauge steel, dipped and baked to insure a good lasting glossy color. The individual letters are enameled and baked for 48 hours on 24 gauge aluminum which has been lacquered. The letters are then slid into the frame and crimped fast.

Spell out the name of town plainly when ordering. We sell them in any quantity—one pair or a thousand.

No. G879, per pair	\$1.00
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TOURING NECESSITIES—Continued

Folding Chairs



These are the most satisfactory form of auxiliary chairs, as they can be used in any car—large or small. They provide room for extra passengers without crowding—do not interfere with the use of foot rails. Their curved backs and padded, waterproof upholstery make them luxuriously comfortable. Simple and handy to use. Fold compactly.

The frames are made of round steel, handsomely japanned, strong, durable, will not rust. The upholstery is black art leather, padded and tufted. Reinforced with heavy duck.

- No. 56, Seat, 9x9½ in.; height to seat, 11 in.; weight, 5 lbs., each\$2.50
No. 106, Seat, 10½x11 in.; height to seat, 16 in.; weight, 8 lbs., each 3.00



Folds Neat and Compact.

The Imperial Steel Chair is built for strength and safety as well as convenience and comfort. Designed for an auxiliary seat in automobiles, an ideal seat for the camp, launch and many other places. The frame is made of the very best oval steel and finished in rich black japan. The seat and back rest are upholstered in black waterproof art leather.

No. 211—Seat, 11x12 in.; back, 12½x3 in.; height, of seat, 16 in.; each\$3.35
No. 213—Child's size; dimensions seat, 9x12 in.; back, 10½x3 in.; height, 12 in.; each 2.85

Defiance Folding Steel Camp Stool



The Defiance Folding Steel Camp Stool has an all-steel frame 15 inches high, seat 10-ounce army khaki, weighs only 2 pounds, folds flat in a space 7½x10 inches. Indispensable to campers, fishermen, automobile owners, boat owners, etc. Whenever an extra seat is needed, this strong, durable and comfortable folding stool is ideal.

- No. 1100, each\$1.25

Seats



They are made to hang over the rear doors of Ford cars, the legs resting on the sill, which takes the burden of the weight. Their frames are so designed that the doors cannot open when they are in use. The hooks are covered to prevent marring. They fold compactly, and when not required for use, can be carried under the seat or hung on the robe rail. Simple and handy to use—the most practical

seat for Ford cars on the market. They are finished in japan with padded art leather upholstery. Size—Seat, 10½x11 in.; height to seat, 15 in.; weight, 4 lbs.

- No. 90, each\$2.00

Camp Stools

These are strictly high-grade stools. Their frames are made of steel, electrically welded—light, yet strong and durable. They are finished in black japan with carpet seats. Fold compactly and can be carried in any out-of-the-way place. A great convenience in any car, also for camps, verandas, etc. They add dignity and finish to any of the many places where a camp stool can be of service. The smaller sizes are just the thing for children.



- No. 20—Seat, 9x9½ in.; height, 11 in.; weight, 3 lbs.; each\$1.25
No. 35—Seat, 10½x12 in.; height, 16 in.; weight, 5½ lbs.; each 1.50

Emergency Gasoline Tank



Made of steel and protected by a wood casing, nicely finished. Has a special pouring spout and a wire strainer. This tank will store one gallon of gasoline in a small space and will always furnish a full gallon of gasoline in reserve to get home with.

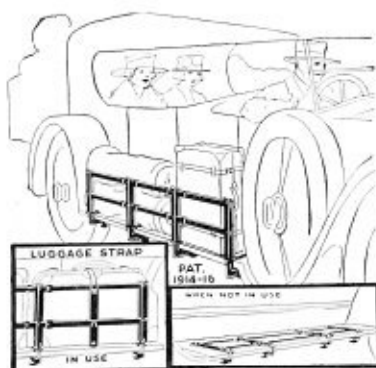
Size, 8½ ins. wide by 3 ins. thick by 12 ins. high.

- No. 1, each\$1.50



LUGGAGE CARRIERS

Collapsible Luggage Carriers



Adjusts to fit the size of the load, whether one or several suitcases, bags or packages. Extends in length from 63 to 70 inches. Keeps load compact. Prevents load from bouncing.

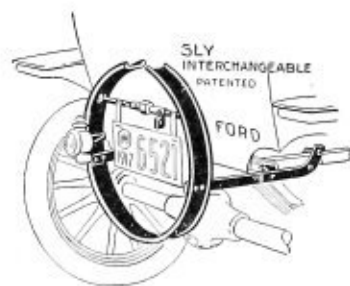
End gates made of 7/16-inch round iron, positively the strongest end gate on the market.

Built of heavy steel lattice bars, 3/4-inch width by No. 10 gauge, which is a thickness of 1/8-inch. Clamps are of malleable iron. Cold rolled cut thread screws are used. Construction throughout best possible. Workmanship and material guaranteed. No rattle. Fits any running board. Folds into package 6 1/2 x 19 1/2 inches. Weight, 12 pounds. Finished in black enamel.

Packed in substantial carton, 12 cartons to a wooden case.

- No. G429-S, strap attachments, each\$0.35
 No. G429-5, 60 inch size, without straps 3.25
 No. G429-4, 48-inch size, without straps 2.80

Interchangeable Rear Tire Carrier



Has proved its merit by satisfactorily accommodating all Ford and Chevrolet "490" tires—either casing alone or casing on demountable rims, holding by expansion grip inside of rim. Avoids all contact or chafing. Combines place for Lamp and Number Plate. Provision

made for locking through holes in adjusting turnbuckle.

For Ford Cars

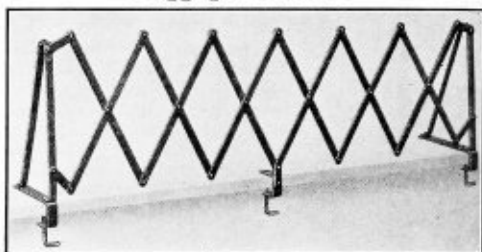
- No. 150—Single—Plain Rims.
 No. 152—Single—Firestone Rims.
 No. 250—Double—Plain Rims.
 No. 254—Double—Firestone Rims.

For Chevrolet "490"

- No. 151—Single—Plain Rims.
 No. 153—Single—Firestone Rims.
 No. 253—Double—Plain Rims.
 No. 255—Double—Firestone Rims.

- Nos. 150, 152, 151, 153, Single\$5.00
 Nos. 252, 254, 253, 255, Double 7.00

Luggage Carriers



Adjusts to fit the size of the load, whether one or several suitcases, bags or packages. Extends in length from 7 1/2 to 65 inches. Keeps load compact. Prevents load from bouncing.

Built of heavy steel lattice bars and three strong clamps. No rattle. Fits any running board. Put on without aid of tools. Folds into package 7 1/2 x 20 inches. Finished in black enamel. Packed ten to a crate.

No. G702, each\$3.00

Luggage Carrier

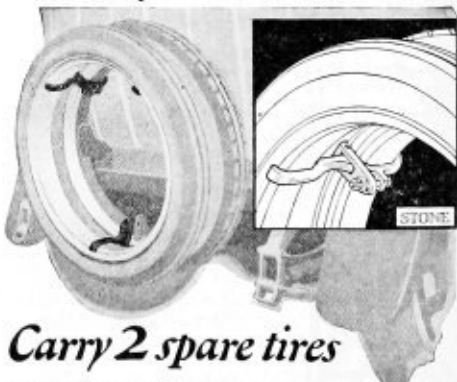


Neat and inconspicuous when closed—firm, trim and roomy when open for use. Almost invisible at the edge of the running board, but smoothly snaps open for work when there is luggage to carry.

Every car needs a Grip Rack—winter and summer—for trips to and from the railroad station, for business or shopping, for carrying almost anything—anytime, anywhere.

- Made in three sizes:
 No. "A"—44 in. long, for running boards of Ford—Chevrolet—Dodge size or longer\$5.00
 No. "B"—56 in. long, for running boards of Buick—Nash—Studebaker size or longer\$6.00
 No. "C"—69 in. long, for running boards of Hudson—Cadillac—Marmon size or larger\$7.00

Spare Tire Carrier



Carry 2 spare tires

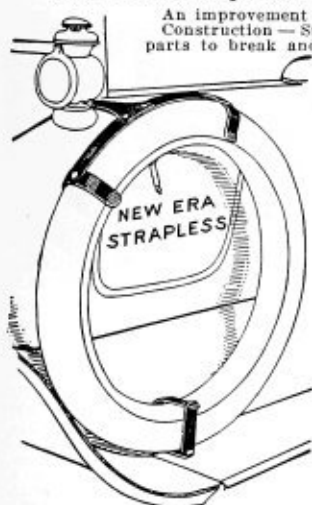
A simple device that locks securely to the regular spare rim enabling car owner to carry 2 spare tires. Fits all cars. No straps or ropes.

- No. G877, for Fords, each\$3.00
 No. G878, for all other cars 3.50



TIRE CARRIERS AND TOOL CHESTS

New Era Strapless Side Tire Holder



An improvement over others of similar type. Construction—Steel throughout. No cast parts to break and no straps to wear out or be lost.

Locking Device—Is part of holder. No chains necessary to lock casing in place, to rattle or get lost. Saves half of extra expense.

Easy to slip tire in place and lock into position. Whole operation can be done in one-quarter time it takes to fasten straps or remove.

Packed six in carton.

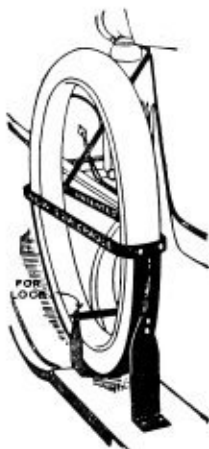
No. 300 — Single, each\$2.00

No. 301 — Double, each 3.15

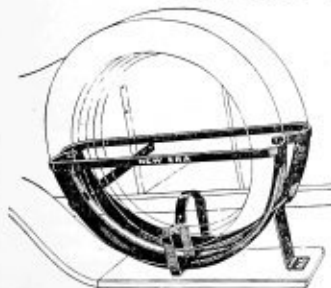
New Era Cradle

A popular priced, well made Carrier. Cross section of 34-inch snug fit. Made only for 30x3½ plain or non-skid. Will take when on rims. Rear provides for lamps and license. Provision for lock. One in a carton.

Each
No. 208—Single Side\$4.00
No. 327—Double Side 5.50
No. 207—Single Rear 5.00
No. 326—Double Rear 6.50



Ford Truck Carrier



Designed to carry one rear 32x4½ tire or demountable rim and one front 30x3½ non-skid. Made of pressed steel, black enameled with provision for lock. Weight, 18 lbs.

No. 328, each \$6.50

New Utility Tool Chest

No. LL1—Utility Tool Chest, inside dimensions, 18½ ins. long, 7 ins. wide, 6½ ins. high. Tray 14½ ins. long, 4 ins. wide, 1½ ins. high. Outside dimensions, 19x7½x7½; solid oak; each \$8.20
No. LL2—Same as above; leather covered\$8.80



The Kennedy Kit

The Kennedy Kit, an all steel grip that will not wear out.

For carrying tools, clothing or equipment. Looks like a traveling bag and is no heavier, with tray divided into small

partitions for carrying drills, bits, small parts, etc. Tray is made of light-weight steel 1½ inches deep and rests on

ledges at top of case. Contents cannot spill out if bag is loaded, as flat bottom will prevent overturning.

No. 116, Size 16x9x11 inches.....\$6.25

No. 120, Size 20x11x13 inches..... 6.50



Open

For Machinists

The material and construction of this case is such that it will not swell, warp, crack, split, or go to pieces. Reinforced at all points of strain. Drawers run on separate tracking and are rigid and slide easily into place. Front drops and slides under lower drawer when open. Fastens at bottom and securely locks to upper lid when closed. Electric welding and inner corrugation in lid. Will carry heaviest equipment.

No. 515, Size 15½x7x12½ inches.....\$17.50
No. 518, Size 18 x8x12½ inches..... 18.50



Union Garage Chest



Sides of hardwood; front of selected oak; bottoms thick 3-ply veneer. Two small drawers fitted with movable partitions. One long drawer partitioned to hold socket wrench set. Drawers are extra strong, but light. Fronts are locked to sides with double lock joints. Three-ply veneer bottom is tongued to sides and fronts, making it much stronger and better than a

thin, solid bottom. The entire inside of the frame and each drawer is finished with an oil-proof and water-proof preparation. Weight, 23½ lbs.

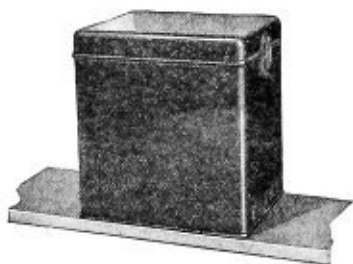
Outside Dimensions—

	Length	Height	Width	Depth
	20½	9½	13½	
Inside Dimensions—				
Short Drawers.....	7½	4	...	2 drawers 2"
				1 drawer 2½"
Long Drawers.....	12½	7½	...	2 drawers 2"
	12½	7½	...	1 drawer 2½"
	18½	7½	...	1 drawer 2½"
Tray	18	7½	3½	
No. K, each				\$19.50



TOOL AND BATTERY BOXES

Battery Box



It's convenient. The present battery is in an awkward, inconvenient location under the rear seat. This Globe Box—C-108-FBS—permits the battery to be kept in an accessible place on the running board where it can be tested easily and frequently.

It protects the battery against mud, water, snow and sleet which are likely to destroy the battery case and the battery.

Inside dimensions: 9 $\frac{1}{4}$ -inches long; 7 $\frac{1}{4}$ -inches wide; 10 $\frac{1}{2}$ -inches high. Finished in fine black enamel. Two suit case catches to hold down snug fitting lid.

No. C-108-FBS, each.....\$3.50

Battery Box for Fords



If the Ford Battery is kept in its original location, it should be protected in some manner as the splashing of water, mud and slush on the battery case swells it and loosens the inside cells, much to the detriment of the battery.

The No. 08-980 Battery Box, when installed, incases the battery and protects it from the harmful elements to which it is exposed.

The cover may be taken off and the battery watered, tested or taken out without removing the box. Shipped in cartons holding six boxes, weighing 35 lbs.

No. 08-980, each.....\$1.50

Tool and Battery Boxes



These boxes have corners of 1 inch radius; sizes stated are inside measurements.

No.	Length	Width	Height	Each
B148	13 7/16	7 15/16	9 1/8	\$4.50
B179	16 5/8	9 1/8	10 5/8	5.00
B229	22	9	10 5/8	5.75
B2410	23 15/16	9 13/16	10 5/8	6.50
B2810	28 3/8	10 3/8	10 5/8	8.00
B1812	17 13/16	9 11/16	12	5.50

Tool and Battery Boxes



These boxes have corners of $\frac{1}{2}$ -inch radius; sizes stated are inside measurements.

No.	Length	Width	Height	Each
C108	9 5/8	7 5/8	12	\$4.25
C119	11 7/16	8 5/8	10 1/4	4.25
C168	16	8 7/16	9 7/8	5.00
C208	19 7/8	8 3/8	9 7/8	5.50
C1112	11 7/16	8 5/8	12	4.50

Ford Style Tool Box

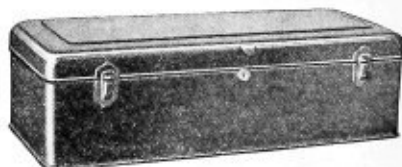


One-piece cover pressed to shape and of unusual depth, electrically welded back seam and bottom welded to lugs which are part of the body, are features of Globe construction.

Sizes stated are inside construction.

No.	Length	Width	Height	Each
B1886	17 7/8	7 15/16	6 3/4	\$4.25
B2296	22	9	6 7/8	4.50
B2416	23 15/16	9 13/16	6 7/8	5.25

Tool Box



Ideal for Ford and other light cars. Size 22 inches long, 9 inches wide and 7 inches deep. Has rust-proof lock. Hinges are riveted, not welded. Finished in black enamel, baked on.

No. F2210, each.....\$3.00

Tool Kit

Constructed of steel, finished in black enamel (two coats) baked on. It will last forever—no parts to break or wear out.



A wooden tray is fitted on the inside, divided into compartments for screws, bolts, etc.



No. 32, each.....\$3.90

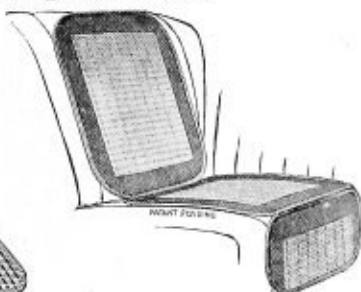


SUNDRIES

Matting Seat Covers



"Standard"



"DeLuxe"

DeLuxe

Protects the clothing from shoulder to shoe top. Fits all size cushions, any style or make of automobile. Entire reverse side lined to protect upholstery.

No. G710, DeLuxe Seat Cover, each\$2.00

Standard

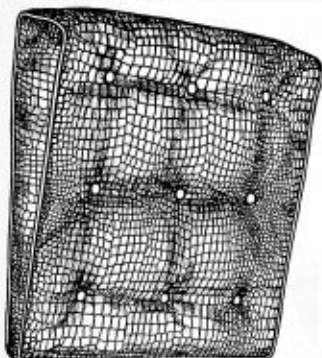
Possesses every superior feature of the DeLuxe except front flap and khaki facing.

No. G711, Standard Seat Cover, each\$1.50

Junior

Full Size Seat and Back, high grade, flexible woven rice straw. Bound reinforced back and edges.

No. G904, Junior Seat Cover, each\$1.00



Wedge Shaped Cushion

Made of high quality material. Leatherette covered. Just the right size to fit behind the car driver's back and enable him to drive for hours in a comfortable position.

No. G679, each \$2.00

Motor Lamps for Under the Hood

Attaches to radiator brass rod under the hood, affording plenty of light to work on motor. Lamp bracket is adjustable so it will slide along brass rod. Furnished with switch for dash, wire and 6-8 4 c. p. bulb.

No. G-821, each\$1.75



Hamr-Handle Screw Driver



Answers every purpose of an ordinary Screw Driver when the blade is straight. By turning the handle at right angles, irresistible leverage is secured. Can also be used as hammer.

No. K24, each, 4-inch\$0.45

No. K25, each, 5-inch70

No. K26, each, 6-inch75

Tire Chain and Lock

Chain covered with best grade genuine oil-tanned leather, complete with lock.

No. G192, 36-in., each\$1.75

No. G193, 42-in., each\$2.90



Tire Cable (Without Lock)

The heavy steel cable is securely fastened into especially prepared attachments, and each strap tested put under 1,000 pound pulling pressure. Neatly covered with leather and convenient to carry.

No. 1, 36-inch, each\$0.85

No. 1, 42-inch, each 1.00



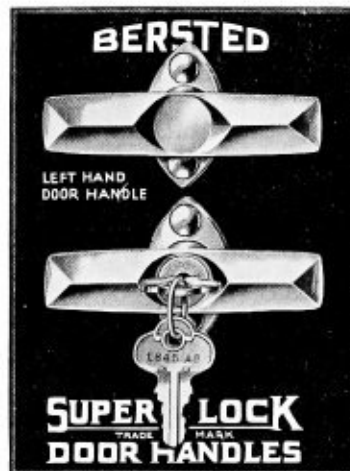
Powersteel Autowlock

Consists of four feet of water-proofed yellow strand wire rope, with a spliced-in eye at each end, and a padlock. The rope is wound with a strong cord which will last as long as the rope. It's real theft prevention. Can also be used as an emergency chain to secure traction. Padlock included.

No. G199, each\$2.80



Locking Door Handles



Interchangeable with standard Ford door handles, and are easy to install. Nicked finish. For Ford Sedan or Coupe.

No. G876, per pair\$3.50



LOCKS

Yale Padlock Assortments



This cardboard measures 13½ x 15½ inches in size and offers a pleasing variety of moderate-priced locks, as follows:

	No.	Size	Case	Levers	Keys
3	9645J	2 in.	Ivory black	2	Barrel
3	115J	2 in.	Ivory black	Warded	Corrugated
3	9465X	2 in.	Brass plated	6	Double barrel
3	645C	2 in.	Old copper	2	Flat

No. N2, assortment complete\$5.50

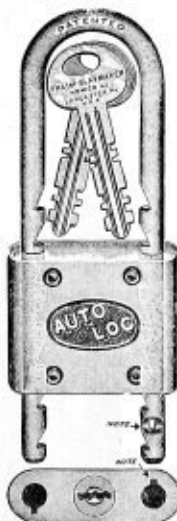
Garage Lock

Autolock



2-inch Cast Bronze, bronze shackle.

No. 853, each.....\$3.80



No. 1092

Tire Carrier Lock



No. 1098

Polished brass case 1½ inches wide. Steel shackle.

No. 1098, per doz.....\$15.60



Has non-reversible steel shackle. Polished brass case, 2½ inches wide. Shackle opening 1½ inches wide, 4½ inches long.

No. 1093, per doz...\$14.50

No. A-10. Padlock Assortment



No. A-10

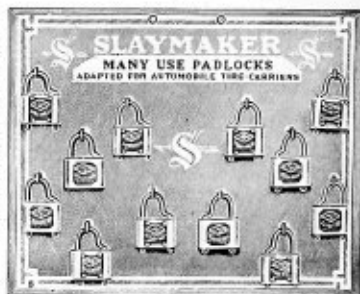
Display assortment consisting of one dozen locks for many uses: Locks adapted for use on Tire Carriers, Tire Chains, Steering Wheels, Spark and Gas Levers, Tool Boxes, Garages, etc. Includes 2-No. 1093, 2-No. 1092, 2-No. TL1902, 2-No. 1098, 2-No. 4089, 1-No. 196 R. P. and 1-No. 160.

No. A-10, Assortment\$12.60

No. 1098-A. Padlock Assortment

A display of one dozen No. 1098 locks which are adapted for tire carrier on Buick, Chevrolet, Dodge, Ford (closed car), Grant, Gray, Gardner, Haynes, Hupmobile, Maxwell, Nash, Oakland, Oldsmobile, Overland, Paige, Reo, Velie, etc. Many key changes.

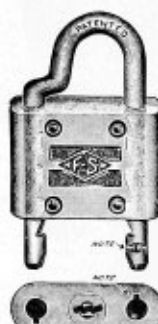
No. 1098-A, Display complete ...\$16.25



No. 1098-A



No. T L 1902



No. 4098

Particularly adapted for use on automobile tire carriers. Polished brass case 1½ inches wide. Steel rod shackle. Shackle opening 1½ x ½ inches.

No. TL-1902, per doz.....\$8.40

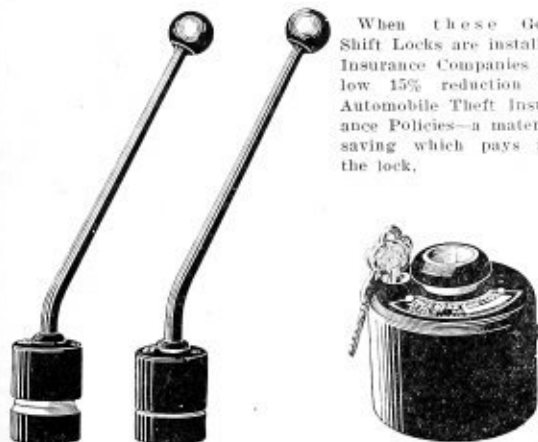
Black enameled steel case 2 inches wide. Steel rod shackle. Spring lever mechanism.

No. 4089, per doz.....\$5.10



CUT-OUTS, PEDALS AND SUNDRIES

Gear Shift Locks

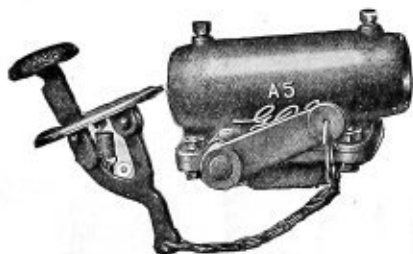


When these Gear Shift Locks are installed Insurance Companies allow 15% reduction on Automobile Theft Insurance Policies—a material saving which pays for the lock.

With the use of suitable "adapters," which are supplied, these Gear Shift Locks fit various makes of cars. Quickly installed without special tools. Locks the car in neutral. Equipped with Yale lock and two keys. When ordering, state make, model and year of car.

No. G885, each\$10.00

G-Piel Muffler Cut-Outs



G-P Cut-out for Ford Cars

G-PIEL PEDAL

The pedal is made entirely of steel. Designed on the geared compound leverage principle, and assures the full opening and closing of any cut-out. Travels in a straight line and needs but one round hole drilled in the floor board for installing.

Prices

1 1/2", 1 3/4", 1 1/2", 1 3/4", each	\$4.50
2", 2 1/8", 2 1/4", 2 3/8", 2 1/2", 2 5/8", each	5.00
2 3/4", 2 7/8", 3", each	5.50
Special 3" for Stutz, each	6.00
No. G457—Special Ford Outfit complete with pedal and chain, each	4.50
No. G458—G-PIEL PEDAL, each	1.50

Above sizes refer to outside diameter of exhaust pipes. In ordering be sure and specify size.

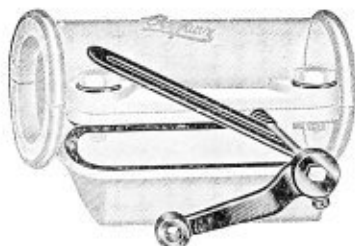
Gray Muffler Cut-Out



In the Gray Muffler Cut-Out the outlet is large and turned downward at an angle of 30 degrees, which throws the exhaust backward and downward, preventing it raising the dust. It is attached by cutting a notch in the pipe and clamping the cut-out over the opening. The valve is held against its seat by a strong spring. The lever is adjustable and may be placed on either side. The cut-out is made of malleable iron throughout and is furnished to fit all sizes of exhaust pipes.

No. 4C—For pipe 1 1/2-in. outside diameter, each...	\$1.25
No. 5A—For pipe 1 3/4-in. outside diameter, each...	1.25
No. 5B—For pipe 1 1/2-in. outside diameter, each...	1.25
No. 6A—For pipe 1 3/4-in. outside diameter, each...	1.75
No. 6B—For pipe 1 1/2-in. outside diameter, each...	1.75
No. 7A—For pipe 1 3/4-in. outside diameter, each...	1.75
No. 7B—For pipe 2-in. outside diameter, each...	1.75
No. 7C—For pipe 2 1/4-in. outside diameter, each...	3.00
No. 7D—For pipe 2 1/2-in. outside diameter, each...	3.00
No. 8A—For pipe 2 3/4-in. outside diameter, each...	3.00
No. 8B—For pipe 2 1/2-in. outside diameter, each...	3.00
No. 8C—For pipe 2 3/8-in. outside diameter, each...	3.00
No. 8D—For pipe 2 1/2-in. outside diameter, each...	3.00
No. 8E—For pipe 2 3/4-in. outside diameter, each...	3.00
No. 8F—For pipe 3-in. outside diameter, each...	3.00

Cooper Muffler Cutouts



Can be supplied with either pedal or dash controls. Cutout permits all the burned gas to escape, carrying the carbon with it, and leaving the combustion chamber clean. Made for all makes of cars.

SIZE	Valve Only	Valve with No. 3 Pedal	Valve with Dash control
1 1/2 in.	\$2.50	\$3.00	\$5.00
1 5/8, 1 3/4, 1 7/8 in.	3.00	3.50	5.50
2, 2 1/8 in.	3.50	4.00	6.00
2 1/4, 2 3/8, 2 1/2, 2 5/8 in.	4.00	4.50	6.50
2 3/4, 2 7/8, 3 in.	5.00	5.50	7.50



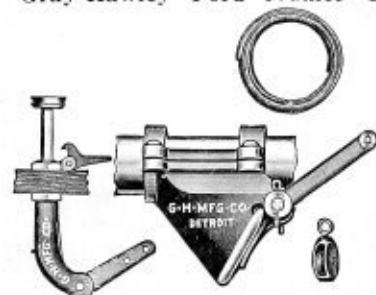
CUT-OUTS, PEDALS AND SUNDRIES—Continued

Cut-Out Outfits



No. 280—For Ford, each\$1.50

Gray-Hawley Ford Muffler Cut-Out Outfit



Ford cars. It is up to the Gray-Hawley standard in every way.

No. G459—Complete as shown\$2.00

Horn and Cut-Out Pedals



Style Y Pedals are neat in design, smoothly finished, and well made. Practical for many purposes, such as operating horns, cut-outs, heaters, etc. Finished in black enamel only.

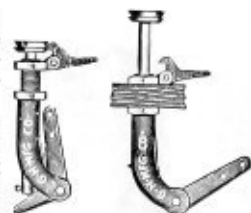
Style Y, each\$0.40

Gray Lock Pedals

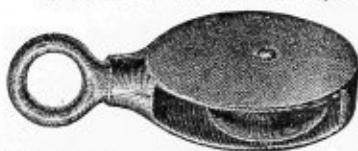
It is small, attractive and easy to operate. Push the button down and it locks—touch the catch and it releases.

To attach, simply bore a $\frac{3}{8}$ -inch hole in footboard—remove push rod and upper nut—slip the threaded part of pedal through hole—screw the nut on top until catch is in desired position and the top of nut is flush with top of pedal, then secure by tightening lower nut. Finished in black.

No. 19, each\$0.80



Galvanized Swivel Pulleys



No. 173, $\frac{1}{4}$ -inch, each\$0.10

No. 173, 1-inch, each15

Coppered Chain Cable



Chain cable for pedal connection to horns or cut-out valve. Heavily coppered to prevent rust and will not rust or stretch. Will last three times as long as wire cable and will run through an ordinary pulley more easily.

No. 8, per foot\$0.15

Galvanized Wire Cut-Out Cable



For pedal connections to horn and cutout valves.

Galvanized Wire Cable, $\frac{3}{32}$ -in., 100-ft. coils.

No. G883, per foot\$0.06

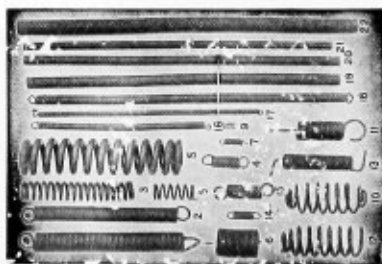
Cut-Out and Pedal Oil-Tempered Springs



No. 1
 No. 2
 No. 3
 No. 4

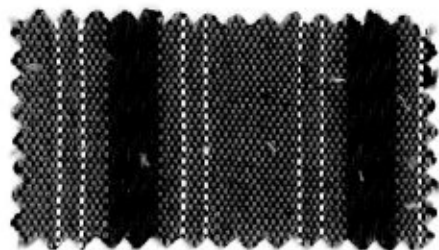
No. Y 14 1 in. 24 \$1.20

Oil-Tempered Springs

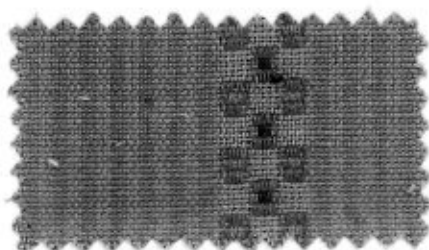


No. G469—Per box of 20 assorted springs\$0.75

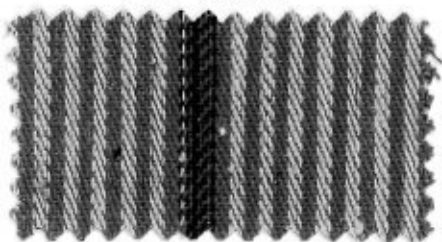
Samples of Gibson Seat Cover and Tire Cover Material



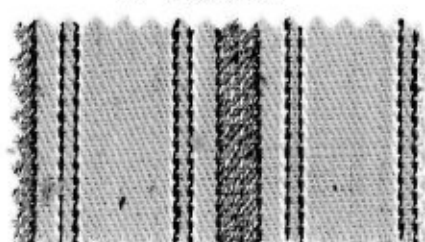
61 D Grade



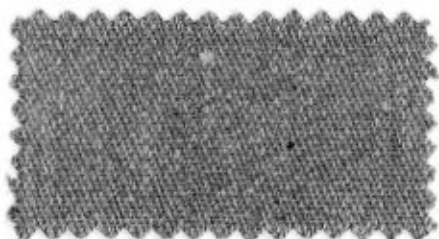
62 D Grade



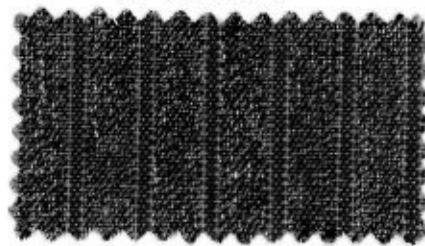
78 G Grade



79 G Grade



76 G Grade



75 G Grade



Patent Leather Finish



Motor Cloth



Drill



Duck

In pricing Top Recovers, Seat Covers, Side Curtains, Back Curtains, and Radiator and Hood Covers, the different make of cars are grouped in four classes as follows:

CLEAR AND UNDERSTANDABLE

EASY TO ORDER FROM

CLASS AA

For Fords Only

CLASS A

Chevrolet
Star

Dodge
Buick Light 4

Dort Gray
Overland Light 4

Maxwell

CLASS B

Allen	Case	Franklin	Jackson	Overland, <small>Except Light 4</small>
Auburn	Crow-Elkhart	Gardner	Monroe	Reo
Anderson	Elcar	Grant	Nash	Saxon
Buick— <small>Except Light Four</small>	Elgin	Hupmobile	Oakland	Templar
	Essex		Oldsmobile	Sheridan 4

CLASS C

Apperson	Dixie Flyer	LaFayette	National	Sheridan 8
Cadillac	Haynes	Lexington	Packard	Studebaker
Chalmers	Hudson	Liberty	Paige	Stephens
Chandler	Jordon	Maibohm	Peerless	Sterns-Knight
Cleveland	Kissel	Marmon	Pierce-Arrow	Velie
Cole	King	Mitchell	Premier	Wescott
Columbia		Moon	Roamer	Willys-Knight

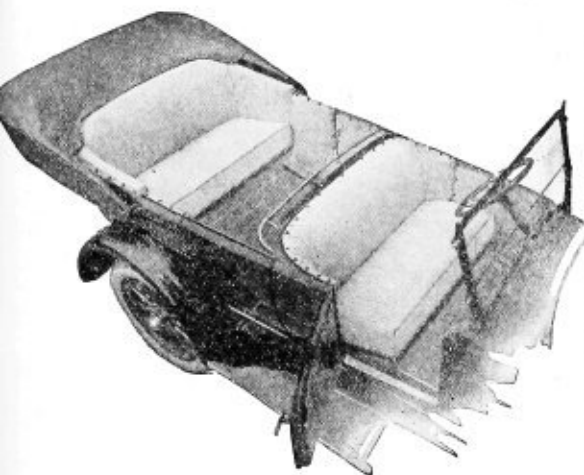
Ascertain the class the particular make of car you are interested in is listed under, then refer to the section of this Catalogue showing the articles wanted and you will find price given accordingly.

State Year, Body, Style and Model Number of Car when ordering.



SEAT COVERS AND TOP RECOVERS

Seat Covers



Seat covers for all cars except Fords are made to cover entire interior of car, including cushions, seat ends, lazy backs, doors and cowl panels, also covering for back of front seat. Equipped with glove fasteners so covers can be easily removed for cleaning.

Seat covers for Fords are made to cover cushions, backs seat ends, doors with large pocket, and cowl panels. Equipped with glove fasteners. Can be easily removed for cleaning.

		E Grade Material	G Grade Material
COMPLETE SET			
FOR FORDS	Touring	\$21.00	\$12.00
CLASS	Roadster	13.50	7.50
AA	Sedan	24.00	16.50
	Coupe	17.50	9.75
SEE MATERIAL SAMPLE CARD			
FOR ALL CARS IN CLASS A	Touring, 5-pass.	\$31.50	\$20.50
	Roadster, 2-pass.	19.50	12.00
	Sedan, 5-pass.	36.00	23.75
	Coupe, 2-pass.	24.00	17.50
	Coupe, 3 and 4-pass.	29.50	19.00
FOR ALL CARS IN CLASS B	Touring, 4 and 5-pass.	\$35.50	\$22.50
	Touring, 6 and 7-pass.	38.00	24.50
	Roadster, 2-pass.	21.30	13.50
	Roadster, 3 and 4-pass.	24.50	19.00
	Sedan, 4 and 5-pass.	40.00	25.50
	Sedan, 6 and 7-pass.	45.00	28.50
	Coupe, 2 and 3-pass.	27.35	18.00
	Coupe, 4-pass.	32.85	21.00
FOR ALL CARS IN CLASS C	Touring, 4 and 5-pass.	\$37.25	\$23.60
	Touring, 6 and 7-pass.	39.90	25.75
	Roadster, 2-pass.	23.10	14.15
	Roadster, 3 and 4-pass.	27.00	20.00
	Sedan, 4 and 5-pass.	42.00	26.75
	Sedan, 6 and 7-pass.	47.50	29.90
	Coupe, 2 and 3-pass.	28.80	18.90

When ordering be sure to state make, model, year and body type of car as well as grade of material.

Top Recover for Fords



For Ford Touring or Roadster. Including Deck Quarters and Back Curtain. Packed one outfit in carton with tacks, fasteners and binding.

Regulation Celluloid Lights in Back Curtain

Prices

See Material Sample Card.

Touring, 32-oz. Ford Rubber, complete recover	\$8.50
Touring, Auto Grain Motor Cloth, complete recover	9.25
Roadster, 32-oz. Ford Rubber, complete recover	6.35
Roadster, Auto Grain Motor Cloth, complete recover	6.75
Extra for 2 Plain Glass Lights	\$1.10
Extra for 2 Bevel Edge Plate Glass Lights	1.50
Extra for Gypsy Style Back Curtain	1.00

Top Recover for All Standard Automobiles



Tailored to fit perfectly over old bows. Including deck quarters and back curtain. Packed one complete outfit in separate carton with tacks, binders and fasteners. Made of Auto Grain Motor Cloth. See sample card on page 320-A.

Prices

FOR ALL CARS IN CLASS A

Touring, 4 and 5-passenger	\$16.50
Roadster, 2 and 3-passenger	13.50
Gypsy style back curtain	extra 3.75
Two oval or one oblong bevel edge plate in back curtain instead of celluloid	extra 4.50
Top Pads made up complete, fitted with non-stretch webbing, ready to attach to bows, per pair	
Touring Car	5.50
Roadster	3.75

FOR ALL CARS IN CLASS B

Touring, 4 and 5-passenger	\$19.50
Touring, 6 and 7-passenger	24.00
Roadster, 2 and 3-passenger	15.00
Gypsy style back curtain	extra 4.50
Two oval or one oblong bevel edge plate glass light in back curtain instead of celluloid	extra 5.00
Top Pads made up complete, fitted with non-stretch webbing, ready to attach to bows, per pair	
Touring Car	\$6.00
Roadster	4.80

FOR ALL CARS IN CLASS C

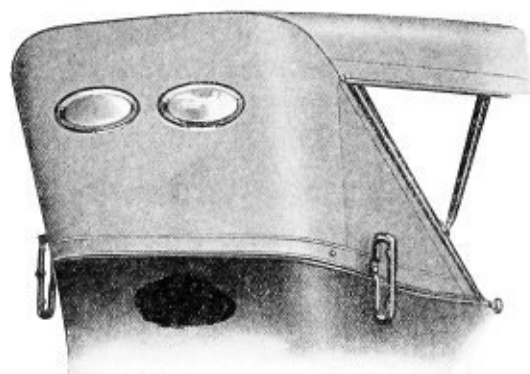
Touring, 4 and 5-passenger	\$22.50
Touring, 6 and 7-passenger	27.00
Roadster, 2 and 3-passenger	18.00
Gypsy style back curtain	extra 5.00
Two oval or one oblong bevel edge plate glass light in back curtain instead of celluloid	extra 6.75
Top Pads made up complete, fitted with non-stretch webbing, ready to attach to bows, per pair	
Touring Car	6.75
Roadster	5.50

See page 321-A for classification of the different make of cars.



CURTAINS AND RADIATOR COVERS

Back Curtains for All Cars



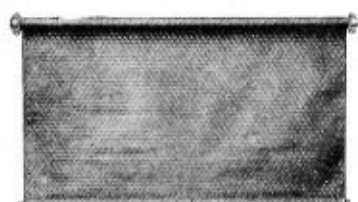
Furnished in regulation style with celluloid lights or in gypsy style with plate glass lights, fasteners, binding and tacks included. Ford curtains are made of 32-ounce Ford rubber material. All other curtains are of motor cloth.

Ford Touring or Roadster, Celluloid Lights.....\$2.70
 Ford Touring or Roadster, two Plain Glass Lights. 3.70
 Ford Touring or Roadster, Bevel Edge Plate

Glass Lights 4.20
 For Gypsy style, extra. Add \$1.00 to any above.

	Plain Curtains Celluloid Lights	Gypsy Style Extra, Add	Plate Glass Extra, Add
Class A Cars	\$7.00	\$3.75	\$4.50
Class B Cars	7.75	4.50	5.00
Class C Cars	8.50	5.00	6.75

Sun Curtains for Closed Ford Cars



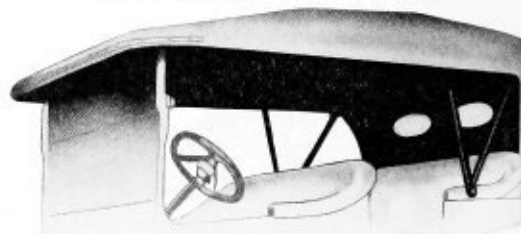
These curtains are made of a waterproof coated fabric, and will not fade or be rotted by the sun. Can be cleaned with soap and water. Curtains are mounted on patented rollers.

	Ford Coupe each	Ford Sedan each
Side Window Curtains.....	\$2.60	\$3.78
Rear Window Curtains.....	3.85	4.00
Door Window Curtains.....	3.78	3.78
Front Side Window Curtains.....		3.78

When ordering state model and year of car.

Curtains for other cars can be made to order at reasonable prices.

One-Man Top—Ford Touring



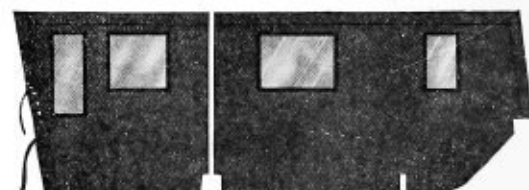
The best grade of domestic mohair and rubber is used in the construction of these tops and they are furnished throughout with best materials. All fasteners and tacks necessary are furnished.

No. 2523 Rubber Top with two nickeled frame
 beveled plate glass rear windows, 4½x6½", each.\$52.50

One-Man Roadster Tops for Fords

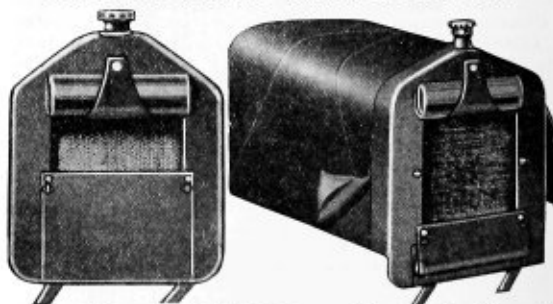
No. 2527 Rubber Top with two nickeled frame
 beveled plate glass rear windows, 4½x6½", each. 37.00

Side Curtains for Fords



Made of 32-oz. Ford Rubber.
 Set of four curtains for Ford Touring.....\$ 9.00
 Set of four curtains for Ford Roadster..... 6.00
 Set of four door rod curtains for Touring..... 13.00
 Set of four door rod curtains for Roadster..... 7.00

Hood and Radiator Covers for All Cars



Sung fitting and held firmly in position by flexible metal attachments.

	Radiator and Hood Covers	Radiator Cover Only
Fords	\$ 3.45	\$3.30
Class A Cars	6.00	3.30
Class B Cars	9.00	5.25
Class C Cars	13.50	7.50
1 and 1½-Ton Trucks.....	10.50	6.75
2 and 2½-Ton Trucks.....	12.75	7.50
3 and 5-Ton Trucks.....	16.50	9.00

When ordering state make, model and year of car.



GIBSON TIRE COVERS For All Kinds and Sizes of Tires



No. 100



No. 200



No. 300



No. 400



No. 600

See Sample Material Page No. 320-A

Plain Tire Covers—List Prices

No. 200, Plain black drill, 30x3 1/2	\$1.90
All other sizes	2.25
No. 100, Tire covers, either black enamel duck, patent leather duck, or motor cloth, 30x3 1/3	2.70
All other sizes	2.85
No. 400, Tire covers, either black enamel duck, patent leather duck or black motor cloth, with two white cord edges, 30x3 1/2	2.70
All other sizes	2.85
No. 300, Tire covers, choice of fancy colors, 30x3 1/2	3.40
All other sizes	3.75
No. 600, Drum tire covers, 30x3 1/2	9.00
All other sizes	10.00

Advertising Tire Covers—List Prices

Quantity	No. lines advertising	No. 200 drill 30x3 1/2 cord or fabric tire	No. 200 drill All other sizes cord or fabric tires
Lots of 100	1	\$1.80	\$2.15
Lots of 100	2	2.00	2.35
Lots of 100	4	2.45	2.80
Lots of 50	1	1.90	2.35
Lots of 50	2	2.10	2.50
Lots of 50	4	2.60	2.95
Lots of 25	1	2.20	2.60
Lots of 25	2	2.40	2.85
Lots of 25	4	2.95	3.35
Lots of 12	1	2.25	2.70
Lots of 12	2	2.50	2.95
Lots of 12	4	3.00	3.45
Less than 12	1	2.35	2.80
Less than 12	2	2.60	3.05
Less than 12	4	3.10	3.55

For No. 400 or No. 100 material and style add 75 cents to above lists.
For No. 300 material and style add \$1.35 to above lists.
Prices on application for lettering on drum tire covers.

Advertising on Gibson Tire Covers



Gibson Advertising Tire Covers supply the demand for an economical method of advertising. By buying in 100 or even in 50 lots a material saving can be made because the cost of lettering reduces as the quantity increases.

One line consists of either car emblem in one or two colors, or monogram or words of 20 letters or less in one place on cover. Two lines consists of any wording not exceeding 20 letters to a line at top and bottom or equivalent. Four lines consists of any wording not exceeding 20 letters to a line at top and bottom and on both sides.



REPAIR MATERIALS

Ford Door Pocket

Made from heavy rubber and attached to the door with snap buttons and screw studs. Easily attached and very convenient for carrying small articles.

- No. 25F70, for front door, each \$1.25
- No. 25F70A, for rear door, furnished in either rights or lefts, each 1.35

Weather Strip for Ford Cars



Keeps out all rain, cold and wind. Closes space between top and windshield. Made of heavy black rubber cloth, matching material in top. Mention year and model when ordering.

- No. 1405, weather strip for Ford \$1.25
- No. 1406, weather strip for Ford55

Coil Protectors for Ford Cars

A waterproof protector which fits up snugly under the bottom of the windshield. Protects the coils, wiring and spark plugs from water.

No. 1447 extends out to radiator top.

No. 1441 extends over joint of hood.

- No. 1447, 2-piece \$1.25
- No. 1441, 1-piece60



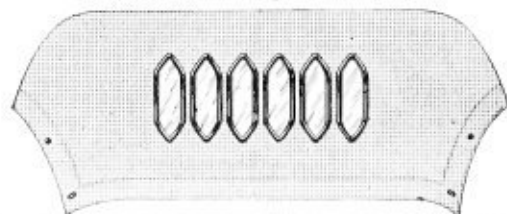
Rear Curtain Light for Fords

It is not necessary to do as in the past; take off the rear curtain and take it to a repair shop. Simply slip on these Curtain Lights with the special fasteners furnished.

- No. 1400, Ford, 1911-12-13-14-15-16 \$0.95
- No. 1401, Ford, for 1917 to 1922, each piece35



Glass Curtain Lights for Dodge



- No. G678, set of six \$4.00

Rear Curtain Lights



- No. 105C 5 1/2 x 10 1/2-inch opening \$3.10
- No. 112C 4 1/2 x 9-inch opening 2.70

Outer frame nickel plated brass. Inner Ring Japanned steel. With beveled glass.

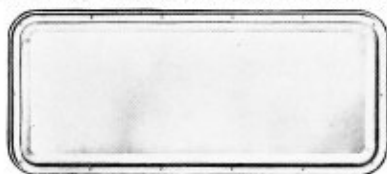
Glass is set into a rubber channel to keep out water and prevent rattling and breakage.

Regularly packed two in a box, including rubber channel and nuts.

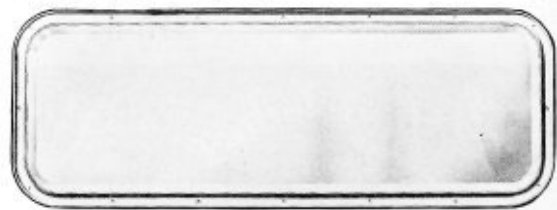
- Webbing Clips, each \$0.02
- Extra Nuts, per gross 1.00
- Extra Rubber, per foot10



- No. 113C—6 x 12 1/2-inch opening \$3.70
- No. 114C—7 1/2 x 19-inch opening 7.50



- No. 116C—5 1/2 x 17 1/2-inch opening 5.70



- No. 115C—6 x 21-inch opening \$9.50

These Curtain Lights are light in weight, easily installed—give lasting service—They are particularly suitable to the trimmer's needs and the requirements of his customers.

Rear Curtain Lights for Fords and Overlands

These glass windows are made in three styles. Sets of three windows for Fords, sets of two windows for Fords, and sets of two windows for Overland. Please specify.

- No. 377, 3 windows for Fords \$1.50

- No. 377A, 2 windows for Fords, 1.50

- No. G-824, 2 windows for Overlands 2.50





REPAIR MATERIALS—Continued

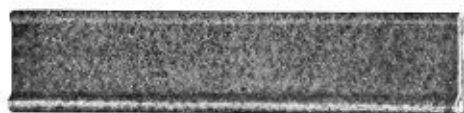
Rubber Cloth



Drill back, made in 18 to 28 ounce, 38" width; 30 to 38 ounce, 50" width; 24 to 38 ounce, 54" width. Black, drab or white back.

No. 50, Fairfield Rubber, 32 ounce, fine gray B finish, black back, 50-inch.....\$1.75
No. G840, Ford Rubber, 32 ounce, black back, per yd.....\$1.50

Combination Welt



In 50 yard pieces

No. G1, Combination Welt, semi-bright, pebble enameled drill, 2-inch.....\$0.06
No. G3, Combination Welt, semi-bright, pebble artificial leather, 2-inch......08

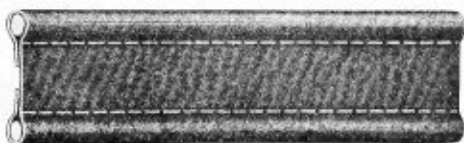
Top Welt



In 25 yard rolls

No. G10, Top Welt, imitation leather, dull finish, 2-inch.....\$0.08
No. G12, Top Welt, imitation leather, semi-bright finish, 2-inch......08

Double Cord Welt



In 25 yard rolls

No. G20, Double Cord Welt, imitation leather, dull finish, 2-inch.....\$0.12
No. G22, Double Cord Welt, imitation leather, semi-bright finish, 2-inch......12

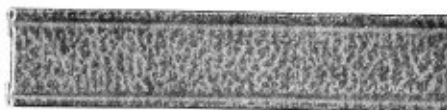
Duo Cord Welt



In 50 yard pieces

No. G30, Duo Cord Welt, L grain, imitation leather, semi-bright, 2-inch.....\$0.12
No. G33, Duo Cord Welt, L grain, enameled drill, semi-bright, 2-inch......08

Gimp



In 25 yard pieces

No. G41, P Grain, enameled drill gimp, semi-bright, 2-in....\$0.05
No. G42, L Grain, enameled drill gimp, semi-bright, 2-in.... .05
No. G44, P Grain imitation leather gimp, semi-bright, 2-in. .06
No. G45, L Grain imitation leather gimp, semi-bright, 2-in. .06

Binding



In 25 yard pieces

No. G50, Single Fold Posted Binding Strap, bright black, long grain, artificial leather, 2-inch.....\$0.09
No. G51, Single Fold Posted Binding Strap, dull black, long grain, artificial leather, 2-inch......09

Autotrim

Autotrim is a folded upholstery 2-inch wide, made from a high-grade artificial leather in medium bright finish. Used to replace worn or damaged binding on automobiles or furniture.

Put up in individual packages of 15 feet, 24 packages in an attractive counter display carton.

No. G825, per carton...\$5.35



Metal Head Nails

No. 22, Black Metal Head Nails, 1/2-inch, per 1,000.....\$1.65

Metal Finishers for Hidem Welt



No. 1



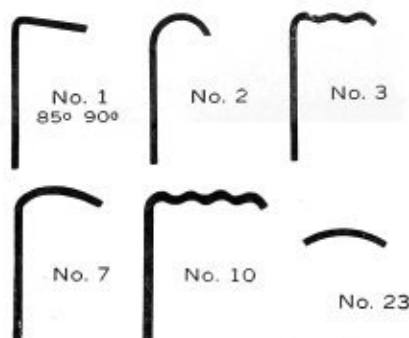
No. 2



No. 4

These finishers are stamped to exactly match the design of the binding.

No. 1, Hidem Tops, Japanned, per 100.....\$1.00
No. 2, Hidem End, Japanned, per 100..... 1.00
No. 4, Hidem Corner Piece, Japanned, per 100..... 1.00


REPAIR MATERIALS—Continued
Alite Moulding


Alite Metal Running Board and Floor Board Moulding is an all white, rustless metal moulding that can be supplied in all the patterns illustrated above. All sizes come in 7-foot lengths.

No. 1, per ft.....\$0.18	No. 7, per ft.....\$0.20
No. 2, per ft......18	No. 10, per ft......20
No. 3, per ft......20	No. 23, per ft......20

Bow Rest


No. 1-B, 5/8-inch hole, black, per pair.....\$0.50
No. 1-BX, 3/4-inch hole, black, per pair......50


Top Prop Nut

To replace nuts lost or damaged
Well made and finished.

No. 204, each	\$0.05
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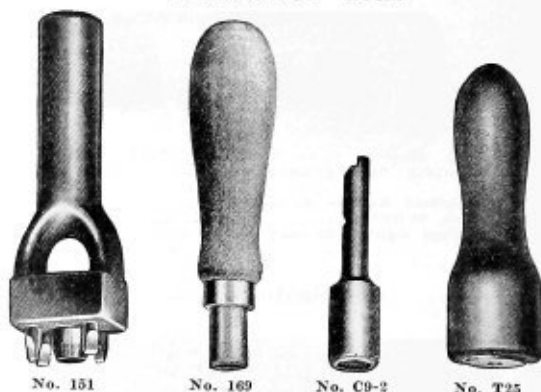
Paper Auto Covers

Auto Covers made of heavy imported paper; is securely reinforced to prevent tearing and completely covers the car. Is a protection from dust, dirt, cold and moisture.



7-Passenger size	\$3.00
5-Passenger size	2.65
Ford special size	2.25

Five passenger covers will cover the popular priced touring car and roadster with wheel base up to 115 inches. For larger cars the seven-passenger size is preferable. Ford covers are for cars with short wheel base.

"Lift-the-Dot" Tools


No. 151 Punch is used for cutting the material for the standard type "Lift-the-Dot" socket No. N008-708A and must always be used with "Lift-the-Dot" Fasteners.

Price, each	\$0.85
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No. 169 Special Screw Driver is designed only for screwing in "Lift-the-Dot" one-screw studs Nos. 852, 853, 882, 883, 880, 681, 650W and 651W. Be sure to specify the number of the stud for which this tool is required.

Price, each	\$0.40
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No. C9-2 is a bit to be used with a Yankee Screw Driver. By means of it the one-screw "Lift-the-Dot" studs Nos. 852, 853, 882, 883, 680, 681, 650W and 651W may be attached very quickly and economically. Be sure to specify the number of the stud for which this tool is required.

Price, each	\$0.40
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No. T25 Riveting Tool is used for holding the rivet-type "Lift-the-Dot" studs Nos. 693 and 697 while they are being riveted. This tool should not be used for attaching clinch studs Nos. 895 and 896.

Price, each	\$2.00
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"Durable Dot" Hand Tools


No. 164 Set Tool and the No. 160 Die are hand tools for attaching the button and socket members of all "Durable Dot" Fasteners and the stud and eyelet members of the clinch or eyelet type. The Eyelet or Clinch type fasteners Nos. 7150, 7050, 7850, 1850 and 3150 require one No. 164 Set Tool (to turn over the barrels of the button and eyelet) and two No. 160 Dies—one for the button and one for the eyelet that fastens the stud.

The Screw Types require one No. 164 Set Tool and one only No. 160 Button Die.

No. 164 Set Tool, each	\$0.50
No. 160 Button Die (see note), each .....	.50
No. 160 Eyelet Die, each .....	.50

No. 176 Set Tool is used only to set "Durable Dot" Drive Screw No. 458. Its design is such that it makes this operation very simple. There is a spring in the lower end of the tool which retains the drive screw stud when it is placed in the tool. So held, the point of the screw may be easily placed in the exact position required, and with a blow or two of the hammer be driven firmly home.

No. 176 Drive Screw Set Tool, each	\$1.50
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Note.—The numbers of the buttons are determined by the size; therefore, when ordering button dies, be sure to specify the number and the size of the button for which the die is required.



REPAIR MATERIALS—Continued

"Lift the Dot" Fasteners



"Lift the Dot" Curtain Fastener No. N608 Socket and No. 708A Clinch Plate. Regularly furnished with all "Lift the Dots," 1 gross with each gross of single and 2 gross with each gross of doubles and triples.



Two-Screw Type



No. 248—Two-Screw Type Single with black socket and nickeled stud, per 100 \$7.30
No. 249—Two-Screw Type Double with black socket and nickeled stud, per 100 9.35

Clinch Type

No. 895—Clinch Type Single, with black socket and nickeled stud, per 100 \$5.00
No. 896—Clinch Type Double, with black socket and nickeled stud, per 100 7.05



Hexagon Base Wood Screw



No. 852—Hexagon Base Wood Screw, single with black socket and nickeled stud, per 100 \$4.85
No. 853—Hexagon Base Wood Screw, double with black socket and nickeled stud, per 100 6.90

Machine Screw Type



No. 680—Machine Screw Type, 8/32, Small Hex Base, with 3/8 Machine Screw Single. Black socket and nickeled stud, per 100 \$4.85
No. 681—Machine Screw Type, 8/32, Small Hex Base, with 3/8 Machine Screw. Double black socket and nickeled stud, per 100 6.90

Machine Screw Type

No. 882—Machine Screw Type, 10/32 with Hexagon Base, Single 3/8 Thread. Black socket and nickeled stud, per 100 \$4.85
No. 883—Machine Screw Type, 10/32, with Hexagon Base, Double 3/8 Thread. Black socket and nickeled stud, per 100 6.90



Rivet Type



No. 693—Rivet Type, 3/4 inch single, with black socket and nickeled stud, per 100 \$4.85
No. 697—Rivet Type, 3/4 inch double, with black socket and nickeled stud, per 100 6.90

Carr "Common Sense" Fasteners



No. 401B—Black finish, single, per 100 \$5.65
No. 401N—Nickel Finish, single, per 100 5.65
No. 402B—Black finish, double, per 100 7.35
No. 402N—Nickel finish, double, per 100 7.35

Clinch Type

Per 100

No. 410B—Black finish, single \$5.70
No. 410N—Nickel finish, single 5.70
No. 412B—Black finish, double 7.40
No. 412N—Nickel finish, double, per doz 7.40



One Wood Screw Type

Per 100

No. 404B—Black finish, single \$7.35
No. 404N—Nickel finish, single 7.35
No. 405B—Black finish, double 9.10
No. 405N—Nickel finish, double 9.10



"Durable Dot" Snap Fastener

The "Durable Dot" is the most rugged snap fastener of its type and size ever made. It is practically impossible to wear it out. Depending as it does for its holding ability on an extremely heavy wire spring instead of the thin sheet metal used in most snap fasteners, it gives always a firm grip and retains this firm grip through years of use. Every "Durable Dot" fastener is guaranteed for 20,000 operations each, on and off.

Eyelet or Clinch Type



No. 257050—Durable Dot Snap Fastener, eyelet or clinch type, black finish, 24 line; per 100 \$2.15

Wood Screw Type

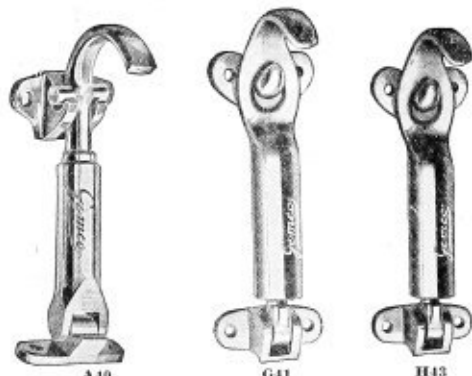


No. 257057—Double Dot Snap Fastener, wood screw type, black finish, 24 line; per 100 \$2.65



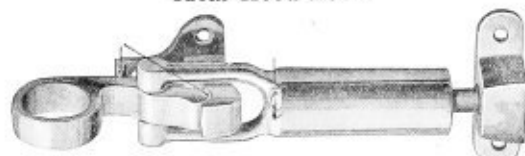
REPAIR MATERIALS—Continued

Hood Fasteners



- No. A40, small size, black enamel finish, each.....\$0.60
 No. G41, black enamel finish, each......60
 No. H43, same as G41, except heavier, each......75

Ideal Hood Lock

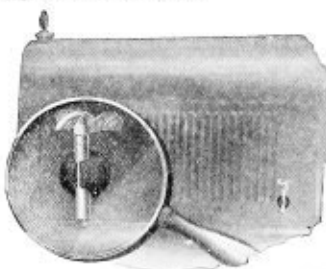


This hood lock is of the eccentric type which permits the lock to be operated with but one finger. The eccentric locking element is associated with the hood catch such that a two-point bearing of the same is secured, which positively prevents rattling and side motion of the hood. Full nickel finish.

- No. 83, each.....\$2.00
 No. 83B.....1.75
 No. 83S.....1.75
 No. 83D.....1.00

Hood Fastener Silencers

Easily applied and will keep the hood from rattling. At one end of silencer there are two cleats or grips. By slightly pressing inward on the vacuum end, these cleats separate sufficiently to clamp on the hood fastener. Because of vacuum cup and snug fit, all rattles are eliminated.



No. G-826, set of four.

Crank Boots for Fords



- Open at end, strap $\frac{3}{4}$ x 16, pocket $4\frac{1}{2}$ x 1.
 No. G373, each.....\$0.40

Door Anti-Rattler



A simple little device that stops the rattle instantly; simply fastens to the door and jamb with two screws.

- No. G374, per pair.....\$0.25

No. 41. Anti-Rattler



No. 41 Anti-Rattler, full nickel-plated, rubber-tipped, complete with nickel screws specially designed for the Ford where installation must be made parallel with the glass. Also equipped with the special lock feature shown in the cut below.

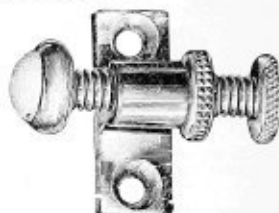
- No. 41, each.....\$0.25

No. 55L. Anti-Rattler

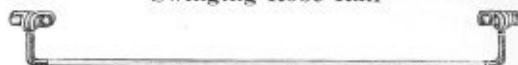
No. 55L. Elm City Window Anti-Rattlers (Lock Type). Similar in every respect to the No. 41 Plain Type Anti-Rattlers, but with the addition of the lock feature.

Workmanship and material—the best.

- No. 55L, each.....\$0.20



Swinging Robe Rail



Made out of $\frac{1}{2}$ -inch coppered steel. Center nickel plated; ends Japan. Standard 26 inch c-c.

- No. 5026, each.....\$0.75

Foot Rail



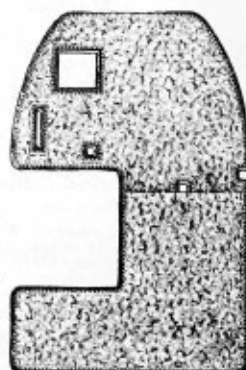
30-inch c-c Brackets drilled for one-inch tubing. Specify black or nickel rail.

- No. 5007, each.....\$1.25

Carpet Floor Mats for Ford Mats

Made of high grade carpet, well bound, and cut to fit perfectly.

- Ford Sedan, complete carpet.....\$5.00
 Ford Coupe, complete carpet..... 3.30
 Ford Roadster, complete carpet..... 3.30
 Ford Touring, Tonneau carpet..... 2.25



FOR FORD SEDAN

SUNDRIES

Macbeth and Liberty Lens



All Sizes

Macbeth Lens, pair.....	\$5.00
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Liberty Lens, pair,	3.00
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Mangin Mirror Reflectors for Gas Head Lamps

54-inch, each	\$1.87
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6 -inch, each	2.02
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6½-inch, each	2.55
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6½-inch, each	2.00
7-inch, each	3.00

Ruby Semaphore Lenses

(Glasses for Side and Tail Lamps)

2½-in., each	.....\$0.10	3½-in., each	.....\$0.15
2½-in., each	......12	3½-in., each	......15
2½-in., each	......12	3½-in., each	......15
2½-in., each	......12	3½-in., each	......15
3-in., each	......12	3½-in., each	......15
3-in., each	......15	4-in., each	......18



Plain Flat Glass

For Automobile Lamps

We can furnish front glasses any size. In ordering, state diameter required, not name of lamp.

6 -in., each	\$.20	8 1/2-in., each	\$.30
6 1/2-in., each	\$.20	8 3/4-in., each	\$.35
7 -in., each	\$.25	9 -in., each	\$.35
7 1/2-in., each	\$.25	9 1/4-in., each	\$.35
7 1/2-in., each	\$.25	9 1/2-in., each	\$.35
7 3/4-in., each	\$.25	9 3/4-in., each	\$.35
8 -in., each	\$.30	9 7/8-in., each	\$.35
8 1/4-in., each	\$.30	10-in., each	\$.40
8 1/2-in., each	\$.30	10 1/4-in., each	\$.40
8 3/4-in., each	\$.30	10 1/2-in., each	\$.40
8 1/2-in., each	\$.35	11-in., each	\$.40

Convex Front Lamp Glasses

6-in., each	\$.35	8½-in., each	\$.60
6½-in., each	.35	9-in., each	.60
7-in., each	.35	9½-in., each	.60
7½-in., each	.35	9¾-in., each	.60
7¾-in., each	.35	9½-in., each	.60
8-in., each	.40	9¾-in., each	.65
8½-in., each	.40	9½-in., each	.65
8¾-in., each	.40	10-in., each	.65
8½-in., each	.40	10½-in., each	.65
8¾-in., each	.40	11-in., each	.75



Guardene Fire Extinguisher



The Guardene Fire Extinguisher is made of cold-rolled copper, burnished outside and heavily plated inside with tin to prevent corrosion. In the head is a bronze "cage" which holds a bottle half filled with sulphuric acid. The tank is filled with a solution of bicarbonate of soda. A leaden stopper in the bottle prevents the acid's deteriorating.

When the extinguisher is to be used it is simply turned upside down; the lead stopper falls out and the mixing of the acid with the soda solution generates a gas pressure that will throw a stream 40 feet, making it highly efficient on small fires. It should not be used on electrical fires, however, until the current has been turned off.

With ordinary care Guardene Fire Extinguishers will last a lifetime. They are tested for 350 pounds pressure, but the working pressure is only about 100 pounds.

Each tank is equipped with the best quality five-ply chemical hose, attached by a universal swivel joint, guaranteed not to leak. Capacity, 2½ gallons.

No. G451 each	\$20.00
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Soda and Acid Recharge for Guardene.....	.75
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Pyrene Fire Extinguishers

The use of Pyrene Fire Extinguishers reduces automobile fire insurance premium 15 per cent. Saving on insurance will pay for extinguisher. It is also invaluable for garage protection because it is the best means of extinguishing burning gasoline and other obstinate blazes. It is a permanent investment. It is guaranteed against mechanical defects, poor workmanship and material and against freezing. It weighs, without holder, six pounds, or with vehicle bracket, about seven pounds. It is substantially built of brass and will throw a stream of Pyrene Liquid about thirty feet. There is within the container a manually operated, double-acting pump which throws a continuous stream. It is absolutely reliable and dependable, always ready for instant use.

No. G454—Brass, with black bracket,	
each	\$10.00

No. G455—Nickel, with black bracket,	
each	11.00

No. G456—Black enameled brackets,	
each	.50

Pyrene Liquid, per quart	1.50
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Safety First Auto Horses

These horses are well built and tested to withstand many times the weight.

The price is right. Made of air-dried hardwood. Made to stand heavy loads. Will not fall apart. Will not spread. Will not collapse.



Height	Length	Legs	Top	Price
16"	15"	1 1/2" x 2"	2 1/2" x 3"	\$2.50
22"	18"	2 1/2" x 2"	2 1/2" x 3 1/2"	3.00
28"	18"	2 1/2" x 3"	2 1/2" x 4"	4.00
34"	36"	2 1/2" x 3"	2 1/2" x 4"	6.00



PUMPS

License Plate Holders



No. G799, pair\$9.50

License Clamps for Rods

Front License Brackets

Rod Clamps, attach front number, with or without slots, to any size rods between headlights. Stamped from heavy gauge steel, attractively black enameled, nickel-plated hardware. Packed one set in a box.

No. 95, pair\$0.25



License Bracket for Fords

Special License Bracket for Ford Cars—For holding front number at bottom of headlight bracket of Ford Cars. Stamped from heavy gauge steel. Black enameled.

No. 440, complete\$0.25

Ford Pump



A Diminutive Mayo Spark Plug Pump built especially for the Ford car. A real power tire pump guaranteed to give satisfaction and inflate a tire in two minutes. Attached and used the same as the standard Mayo Spark Plug Pump. Construction is strong. Fitted with 1/4-inch connection and furnished complete with 10-foot hose, accurate gauge and connections.

No. G440, each\$10.00

Spark Plug Pump

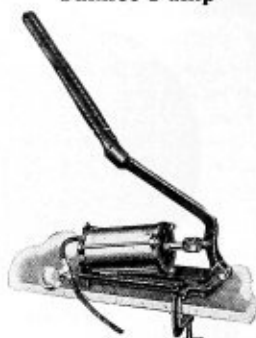


A thoroughly reliable pumping plant which can be instantly attached to all four-cycle motors of two, four or six cylinders (not operative on two-cycle motors), and be depended upon in every instance to inflate the tire with pure, fresh air in from two to four minutes, depending on size and pressure desired.

Outfit consists of pump with adapter to fit any car, 12 ft. superior hose, with connections and guaranteed accurate pressure gauge installed in the hose line ready for use.

No. G439, each\$12.00

Yankee Pump



The only pump on the market with a piston that will not dry out and deteriorate from non-use. The Yankee will outlast any car. For summer and winter use it can't be beat. Folds up and is carried in the tool box when not in use. The big car owner carries a Yankee for high pressure use. The small car owner carries a Yankee on account of its reliability. It's easy to reach 200 lbs. pressure with The Yankee.

No. G437, without gauge, each\$4.50
No. G438, with gauge, each 5.00

Heavy Duty Tire Pumps



The famous Holstein is a telescoping, cylinder within a cylinder, double action, two-stage air pump, that makes it possible to pump a tire up to 200 pounds pressure without effort. 22 inches long over all. Has 1 1/2-inch heavy brass cylinder. Garage men welcome this pump for road service and every truck driver and car owner should have one in his tool box. Famous because of the enormous amount of pressure it will give with so few strokes.

No. G683, each\$5.00

Tire Pumps

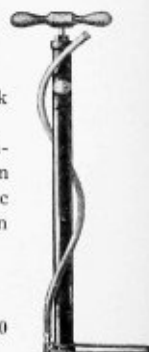
No eulogy is needed for the No. 20. Its appearance, its specifications speak in no uncertain terms.

1 1/2x17 1/2-inch steel barrel; 3/8-inch plunger rod; 20-inch 3-ply hose; grey iron pedestal base; hardwood baked shellac handle; positive holding air check in hose connection.

A valve yet unequalled.

Packed 100 to the case.

No. 20, each\$1.10



No. 20

Nos. 1 and 2

These leather washers are held against the walls of the barrel at all times by expansion springs, making the plunger absolutely air

tight and the Pump always efficient and reliable. The air is taken into the Pump on the upstroke of the plunger through an automatic valve in the base. A positive holding air-tight check in the hose connection prevents back pressure from the tire

Specifications: The No. 1 Gibson Pump is 24 in. by 1 11/32 in. 1 8-in. gauge, dent-proof steel barrel; 5-ply extra heavy hose; 3/8-in. cold-rolled plunger rod; detachable, self-locking handle; folding foot rest. Packed in individual cartons; five-year written guarantee furnished with each Pump.

The No. 2 Gibson Pump is of the same high quality and workmanship with all of the improved features. The only difference is in the length of the barrel. The No. 2 Pump is 18x1 11/32 inches.

No. 1—24-inch, each.....	\$4.00
No. 2—18-inch, each.....	3.75



No. 6

As a low-priced Pump the No. 6 offers unusual value. It is equipped with an extra quality oak-tanned, cupped leather plunger; a positive holding air check in lower hose connection; a 3-ply 20-inch hose; 18-in. x 13/8-in. 20-gauge steel barrel; 3/8-in. cold-rolled plunger rod and folding foot rest. Seasoned hardwood handle finished with clear baked shellac. Special oil treated plunger.

Furnished in black baked enamel.

No. 6—20-inch, each \$2.00

Gibson No. 12

Put the number twelve among a dozen pumps of competitive price in a row where the average buyer can look them over and use his own judgment as to values, and nine times out of ten the Number 12 will be his choice.

It's that kind of a pump—big, handsome, good-looking—a thoroughbred in every detail.

Its big 1½x20-inch barrel, finished in black, chip-proof baked enamel, topped with a massive black enameled handle and trimmed with nicked fittings; cap, foot wire, handle collar and hose connections makes it stand out with pronounced impressiveness.

The No. 12 is equipped with a 24-inch hose, a quick-acting hose connection, a detachable handle, a hinged foot rest and packed in a heavy, high-grade gray carton imprinted with dark blue ink.

No. 12—20-inch each.....\$2.75



No. 12



Cross Sectional View



AIR HOSE FITTINGS

Tire Pump Repair Parts



Pump Hose

24 inches long, 5 ply fabric, 17/32 outside by 3/16 inside. Packed six hose in carton. Order parts No. 8-1-2-15, as illustrated, each\$0.15

Pump Washers

Washer, Part No. 11, for 1 1/2-inch pump, each\$0.30
Washer, Part No. 11, for 1 1/4-inch pump, each25

Hose Valve Connection

Part No. 1, as illustrated, packed 24 in box, each15

Hansen Automatic Air Valves



Model "C"

Model "C" is designed for use in garages, tire service and gasoline filling stations, and all places where air is used for filling tires. By pressing valve on the tire stem, the air AUTOMATICALLY flows into the tire. When the valve is removed, the air AUTOMATICALLY shuts off.

Model C, each\$2.50

Model "D"

Model "D" is the same in construction as Model "C" except that it furnishes a straight connection to hose. This model is designed especially for use in vulcanizing shops and tire manufacturing plants.

This cut shows valve plunger in open position.

Model D, each\$2.50

Model "E" is the same principle as Model "C" except that it is two valves in one.

Model "E", each\$3.00



Model "E"

Hansen Hose Clamps

to fit 1/4 and 3/8-inch hose only.



The clamp securely holds the hose in place under extremely high pressure. Will not leak or blow off.

To put clamp in place, slip the collar over the hose and allow the hose to project about 1" beyond the end of the collar. Then screw the stem into hose and tighten by turning up large nut. All as indicated in cut.

Should the outside diameter of the hose be slightly small for clamp collar, wrap hose with a few turns of friction tape, or similar material, which will allow the clamp to thoroughly grip the hose.

Price 1", \$1.00 each; 3/4", \$1.20 each; 1"x 1", \$1.20 each

Style "A"—Regular Stem

The most popular valve for heavy work. Solid bronze, practically indestructible. The step-up stem fits any size rubber tubing from one-quarter to one-half inch. Special stems can be furnished to fit any style metallic hose.



Price List of Parts	
A. Body	.....\$1.50
B. Nut	..... .40
C. Spring	..... .05
D. Plunger	..... .50
E. Gasket	..... .05
F. Cap	..... .50

All parts (except rubber gasket) guaranteed to wear one year without repair or replacement. Instantaneous in opening and closing, positively air tight. Impossible for users to waste air. Weight, 9 ounces. Packed in individual carton. Standard package of 50 weighs 27 lbs.

Style "A", each\$3.00

Style "A" or "AA" Tire Tester Attachment



This Tire Tester Attachment is the only one of its kind on the market. To operate, simply slip the gauge manufactured by A. Schrader's Son, Inc., into the holder and you have a tire tester and tire inflator combined. The old trouble of losing the gauge is permanently ended.

We furnish the attachment only, and one should be used with each Romort Automatic Air Valve.

Standard package of 50 weighs 19 lbs.
Style "A", or "AA" Attachment, each\$1.50

Style "AA"—1/4-Inch Threaded Stem

Instead of the step-up stem, this valve is furnished with a quarter-inch stem threaded. There has been such a demand for a valve of this construction during the past season that we have now made it a part of the Romort standard line.

This valve can be used with the Romort Air Hose Coupling as shown on the next page.

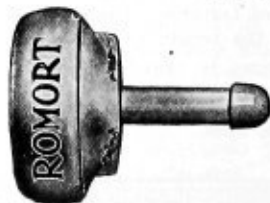
Standard package of 50 weighs 25 lbs.

Style "AA" Valve, each\$3.00



Straight Pump Connection—Style "C"

Not Automatic



Made of solid bronze, one-piece casting designed for use on direct connected air pumps. Made with one-quarter inch stem, especially for use on hand or foot pumps, but special stems can be furnished in quantities of one thousand or more. When connected to the tire valve it will not leak or blow off. Standard package of 25 weighs 2 lbs.

Style C, each\$0.15



AIR HOSE FITTINGS—Continued

Style "B"—Regular Stem

The Romort Automatic Air Valve, Style "B", is a high-grade air valve made to meet the popular demand for a light and inexpensive automatic air device. Made of solid bronze one-piece casting, with universal stem to fit tubing 1-inch, 3/4-inch and 1/2-inch in diameter.

Absolutely automatic in opening and closing and guaranteed to be air tight. All parts are interchangeable. This is the simplest valve on the market, only one moving part. Weight, 5 oz. Standard package of 50 weighs 19 lbs.

Style "B" Valve, each\$1.25



Price List of Parts	
No. 1—Body	\$0.50
No. 2—Plunger .....	.30
No. 3—Cap .....	.50
No. 4—Gasket .....	.05

Style "B" or "BB" Tire Tester Attachment



The Type "B" Tire Tester Attachment is intended for use on the Romort Style "B" Automatic Air Valve.

Every dealer, garage or tire repair shop needs at least one of these devices. The Romort Attachment is the only device on the market which will hold this gauge.

To install, merely unscrew the cap on the valve, screw on the attachment and slip in the gauge.

Standard package of 50 weighs 19 lbs.

Style "B" or "BB" Attachment, each\$1.50

Style "BB"—1/4-Inch Threaded Stem

The general utility of an automatic air valve in combination with the Romort Hose Coupling can be seen at a glance.

There has never been anything on the market which is so efficient and useful to any garage using compressed air.

An outfit consisting of the Romort Automatic Air Valve and the Romort Hose Coupling can never blow off the hose. It takes but a minute to install this equipment and it is practically everlasting. Coupling prices on next page.

Standard package of 30 weighs 10 lbs.

Style "BB" Valve, each\$1.25



Angle Pump Connection—Style "D"

Not Automatic



The Romort Angle Pump Connection is not automatic and is made for air compressors of all types, including power, foot and spark plug pumps

attached to automobiles. Extra heavy solid bronze casting built to withstand constant service. Unequaled for vulcanizing and repair shops where automatic air connections are not required. Stem fits any size tubing from one-eighth to three-eighths inch. Fitted with genuine Romort rubber washer. Standard package of 75 weighs 12 lbs.

Style D, each\$0.30

Style "2-E" Universal Hose Coupling



Fits all popular sizes of air hose.

The Romort Hose Coupling is truly universal. Not only does it fit all popular sizes of hose, but the one type can be used on either rubber or metal covered hose. It can be used to connect the hose to the air line to form a permanent coupling. One end of the coupling is threaded to take a 1/2-inch pipe thread.

Note the bushing shown in the lower illustration. On hose of small diameter one of these bushings is used. With hose of unusually small diameter, use the two bushings furnished with each coupling.

When attaching this coupling to metal covered hose, or hose of large diameter, do not use bushings.

You can see from the illustrations how the hose is expanded at the end—how the threaded nipple is designed to hold firm—the harder the pull the tighter the grip.

Insist on Romort Couplings. No others approach them for general utility, efficiency and satisfaction.

Standard packages of 12 weighs 4 lbs.

Style 2E, each\$1.25

Special Straight Pump Connection—Style "7E"

Not Automatic



This Romort Pump Connection with hose coupling is the latest improved design. It is especially designed to fit the end of hose on foot pumps, engine-driven tire pumps, spark plug tire pumps, electric-driven tire pumps and running board hand tire pumps, etc. Also for vulcanizing stations where they want a quick slip-on connection.

Note that this connection is equipped with a small hose coupling which will fit all small sizes of hose and will always hold firm. There is no other coupling so efficient.

Style 7E, each\$0.50

GIBSON Quality and Service are world-famous, because each individual customer gets the benefit of all our vast resources in prompt and careful filling of orders.



AIR HOSE FITTINGS—Continued

Automatic Union Pipe and Hose Connection—Style "3-E"



This new Romort Specialty is designed for use outside the garage. The hose can be disconnected from the pipe line and taken in at night. Whenever the hose is disconnected, the valve automatically closes, preventing any waste of air. Tightening of the knurled nut raises valve, allowing air to flow through hose. Can be used on $\frac{1}{2}$ -inch, $\frac{3}{4}$ -inch and 1-inch hose.

Style 3E, each\$3.90

Union Iron Pipe and Hose Connection—Style "4-E"



Whenever it is desirable to attach a hose to an iron pipe, the Romort Union Iron Pipe and Hose Connection can be used.

It is made entirely of bronze, rust-proof, and substantially constructed. It will fit a $\frac{3}{8}$ -inch pipe and $\frac{1}{2}$ -inch, $\frac{3}{4}$ -inch or 1-inch hose. Easily attached and detached without use of tools. The Romort Rubber, with which this connection is fitted, forms a perfect air seal. Standard package of 60 weighs 19 lbs.

Style 4E, each\$0.90

Pipe and Hose Connection—Style "5-E"



The Romort Pipe and Hose Connection is a solid bronze casting, nickel plated. The stem will fit any size of hose from $\frac{1}{2}$ -inch to $\frac{3}{4}$ -inch, and is threaded to fit a $\frac{1}{2}$ -inch iron pipe. By using this connection you will always be assured of a perfect fit between pipe and hose. Standard package of 100 weighs 23 lbs.

Style 5E, each\$0.40

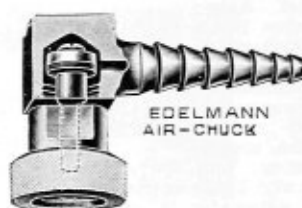
Romort Rubber Washer For Valves and Pump Connections



Romort Rubber Washers are constructed of a special rubber compound and will positively outwear any other make. They fit all pump connections. Easily slip on tire valves, will hold firm against high or low pressure, and positively will not blow off or turn inside out. All genuine Romort rubbers are marked with the word "Romort." Packed 12 to the carton—sold only in cartons. Standard package of 100 cartons weighs 10 lbs.

Per carton of 12\$0.30

Automatic Air Chuck



This Air Chuck has been proven to be the ideal connection at the end of storage tank hose line. It fills the long-felt demand for an automatic shut-off coupling. It will pay for itself quickly in time and air saved.

To operate, attach the Air Chuck to the hose line and apply to tire. The plunger will then open and permit the air to flow freely. When removed, the Air Chuck automatically closes, preventing the air from escaping and eliminates the necessity of running back and forth to close a valve.

No. 47, each\$1.00

Special Air Chucks with Threaded Shanks



No. 58



No. 60

These Chucks are exactly the same construction as the No. 47, but have a threaded shank for screwing onto an iron pipe. There is quite a demand for this style of Air Chuck and we are prepared to furnish the following:

No. 58, $\frac{1}{2}$ -in. male I. P. thread.....	\$1.00
No. 59, $\frac{1}{2}$ -in. male I. P. thread.....	1.00
No. 60, $\frac{1}{2}$ -in. female I. P. thread.....	1.00
No. 61, $\frac{1}{2}$ -in. female I. P. thread.....	1.00
No. 62, $\frac{1}{2}$ -in. female I. P. thread.....	1.00

Pump Connection



Screw connections for air pumps. Made entirely of brass. A good, serviceable connection with fiber washer.

No. 45, each\$0.15

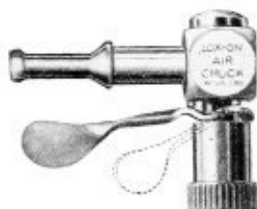
The No. 51 Connection is the same as No. 45, excepting that it has a bumper push pin which opens the Schrader valve and makes pumping easier. Weight, 1 oz.

No. 51, each\$0.20



AIR HOSE FITTINGS—Continued

Lox-on Air Chuck



All parts of the Lox-on Air Chuck are interchangeable. Note the construction as shown in the section above. It is simple and easy to remove or replace any part.

When the lever is not turned on, the rubber cylinder is large enough to fit loosely over the valve. When the lever is turned on, the rubber is pressed in, gripping the valve tightly and preventing any escape of air.

This principle, and the fact that the check valve can not be smashed by jamming, enable you to maintain constant pressure without running your compressor all the time.

You will save more than the cost of a Lox-on Air Chuck in a very short while. And besides, it will relieve you of worry and trouble caused by leaks, misfits and worn-out washers.

Order Lox-ons for every one of your air hose connections today. Put them to work and let them reduce the cost of your air station. Mounted 12 on a display board.

No. G441, each\$3.00

Schrader Universal Pump Connection



It does away with the trouble of disconnecting your air hose in order to take the pressure with your tire gauge. The vertical part becomes really an extension of the valve itself. The pin in same pushes down the valve core when you place the gauge on top of it.

A tire pump is not complete without it.

It is arranged for quick renewal of seat washer.

No. 2815, each\$0.50

Schrader Universal Inflating Valve



For garages and street lines in connection with power pumps. Works automatically and give instant service and will not injure valve insides. Guaranteed not to leak. Is protected by outside rubber cover.

No. 2866, 1/2-inch shank for 1/2-inch hose.....\$1.25

No. 2867, 7/16-inch shank for 3/8-inch hose..... 1.25

No. 2868, 3/8-inch shank for 5/16-inch hose..... 1.25

No. 2869, 5/16-inch shank for 1/4-inch hose..... 1.25

Acornette Pump Connection



The chief feature in the Acornette is the reduced barrel which houses the red core washer. The shape of this barrel effectively prevents any buckling of the washer when the Acornette is fitted to the tire valve, and thus insures an absolutely airtight connection, in addition to giving longer life to the washer. The stem is extra long and slightly tapered to take 3/16-in. and 1/4-in. hose. The cap of the barrel is knurled and screws off readily so that the washer can be instantly replaced when necessary. Made from a solid casting and well finished. Packed 50 in a box.

No. G442, each\$0.20

Right Angle Acorn Connection



This convenient connection has been greatly improved. The new design gives longer life to the rubber washer by preventing it from buckling when forced over valve, thus also effecting a more air-tight connection. Made from solid casting. Shank is tapered and suitable for 1/4, 5/16 or 3/8-inch tubing.

Without valve depressing pin. Packed 25 in a box.

No. 5, each\$0.40

Acorn Rubber Washers

For Acorn and similar connections.

Carton of 100\$0.05



Stevens Thumlock



Thumlock cannot blow off the valve, no matter how great the pressure. Slip it over the valve and thumb the lever down; this locks the round washer snug against the valve. It is the quickest, surest, air-tightest connection. Rubber washer renewable.

Each\$0.45

Order 10 on quick-selling display case.



AIR GAUGES

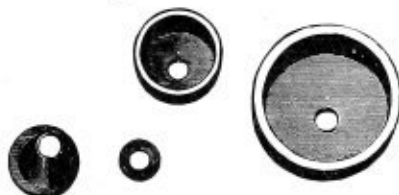
Pump Leathers



The size of a cup means the outside diameter of the cylinder for which the cup is intended. For instance, our 1-inch cup fits a cylinder which is one inch outside diameter. Remember this when ordering.

7/8-in., each	.....\$0.02	1 1/4-in., each	.....\$0.05
1 -in., each	......02	2 -in., each	......05
1 1/8-in., each	......02	2 1/2-in., each	......15
1 1/4-in., each	......02	3 -in., each	......15
1 1/2-in., each	......03		

Pump Leathers in Sets



Leather Packing Sets for the leading makes of auto pumps.

No. 1—Fits the Stapley Pump, per set	.....\$0.15
No. 4—Fits the Aeolus Pump, per set	......15
No. 6—Fits the Kellogg Pump, per set	......15
No. 8—Fits the Skinner Pump, per set	......15
No. 15—Fits the Victor Pump, per set	......30
No. 16—Fits the Stapley Pumps (new model), per set	......15
No. 25—Fits the Rose Pump, per set	......15
No. 31—Fits the Yankee Pump, per set	......25

No. 19 Cup Leather Assortments



You will seldom run short of cup leather sizes with a Stevens No. 19 Assortment in stock. This is an economical way of buying 78 quality washers assorted in the most popular sizes. Never be without it.

List\$0.90

Schrader Tire Pressure Gauge



Nothing is as essential to the long life of tires as air. The only way to know whether or not your tires have enough air is to measure it with a reliable tire pressure gauge. The Schrader Universal Tire Pressure Gauge is such a gauge. Convenient in size, simple and absolutely accurate. Endorsed by tire manufacturers as the most reliable gauge on the market.

No. 1561, each\$1.25

Truck Tire Pressure Gauge



For pneumatic truck tires with right angle foot, making it possible to use gauge between the spokes on heavy truck wheels. Indicating sleeve calibrated from 30 to 170 lbs.

No. 2789, each\$1.75

Kilogrammes Tire Pressure Gauge



Fitted with foreign foot and calibrated in pounds and kilogrammes. By detaching foot, gauge can

be used on American valves, as per illustration of No. 789 Gauge.

No. 2595, each\$1.25

Each of the above Gauges comes in a leather case, twelve gauges in a heavy cardboard box.

Twitchell Tire Pressure Gauge



The Twitchell Gauge is particularly recommended for its locking device, which makes absolutely impossible the slipping of the indicator bar and the inaccuracy of reading resulting therefrom.

The Twitchell will indicate true pressure or none. The figures indicating the pressure are white on a black ground, and may be read with great ease. Even in the dark you can determine the pressure by counting the notches on the indicator.

No. G143, each\$1.25

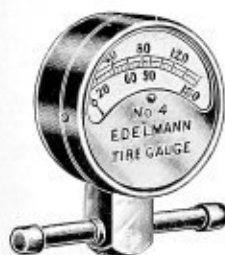


SUNDRIES

Pump Gauge

For use on Power Pumps. A special gauge for use in hose-line. Used largely by manufacturers of spark plug pumps. Fits 1-inch air hose.

No. 4, each\$1.25



Pump Gauge

For use on all makes of pumps, furnished in brass or nickel plated. Made with bottom or back connection. This illustration shows back connection. In ordering specify style of connection wanted.

No. 2, each\$1.00



Valves for Disc Wheels



No. 4138



No. 4137

These Valves are used with Disc Wheels that are slotted to take Angle Valves.

No. 4137—Bent Valve for 4-inch (other than 31x4) and all 4 1/2-inch and 5-inch tires, each.....\$0.39

No. 4138—Bent Valve for 3 1/2-inch and 31x4-inch tires, each36

Schrader Universal Motor Tire Valve



Large Base Valve for automobile truck tires, 6 in. and larger. Nos. 2889, 2792, 2415 Valves have similar base, but vary in length, fittings on all interchangeable.

2889—Valve for Wire Wheels, 2 1/4 in. from base to end, large thread on male. Price, each\$0.47

2792—Valve 3 1/2 in. from base to end, large thread on male. Price, each .48

2033—Valve 3 1/4 in. from base to end, large thread on male. Price, each .49

2415—Valve 4 1/2 in. from base to end, large thread on male. Price, each .54

Schrader Universal Valves



Motor Tire Valve
Standard size for 3" tires and under



Motor Tire Valve
Standard size for 3 1/2" tires and over

No. 777—Valve complete without dust cap, for 3 in. and under, each\$0.34

No. 725—Valve complete without dust cap, for 3 1/2 in. and over, each38

No. 792—Valve complete without dust cap, each .40

The No. 792 Valve is same as No. 725 except it is 3/8 inch longer. Is regular valve for demountable rims.

No. 1822—Valve complete without dust cap, each .35

The No. 1822 Valve is same as No. 725, but is made short for wire wheels.

Schrader Universal Motor Valve Cap



These Caps are used on tire valve stems to prevent the entrance of dust, sand, mud or water into the mouth of the valve.

It is essential to protect the mechanism of tire valves by always screwing these Valve Caps down firmly by hand over the mouth of the valve stem.

The top of the Valve Cap is slotted so it may be used like a socket wrench for screwing down or removing the valve inside. Five Caps to a box.

No. 880. Price, per box.....\$0.25

Hexagon Rim Nut



No. 2081—For No. 725 Valve, each..\$0.05

Bushing



No. 2026—For No. 777 Valve, each..\$0.05

Valve Insides



Used on all types of pneumatic tire valves. Packed 5 in a tin box.

No. 1801, per box of five \$0.30



SUNDRIES

Adjustable Wire Wheel Dust Cap

For use with wire wheels where valve extends too far beyond the rim for an ordinary dust cap. Is attached to valve by only screwing down three or four threads. Is made in two parts. Top telescopes bottom—top part is threaded. Attach top by screwing on valve by a few turns, then pull down bottom part over valve until it rests on rim nut of valve. Dust cap will not shift or loosen while car is in motion.

No. 2689, each\$0.30



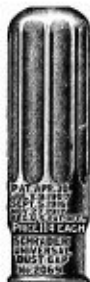
Dust Cap

For motor tire valves.

No. 2069—Dust Cap, regular price, each\$0.07

No. 2070—Dust Cap, regular price, each\$0.07

No. 2070 is same as regular No. 2069, but is 3/8 inch longer.



Kwik-On-An-Off Dust Cap

Made substantially of brass, nickel-plated, cannot rust. Are put on and taken off tire valve "quick," thus eliminating the trouble of screwing the cap the entire length of protruding valve stem.

Directions: This Schrader Universal Kwik-On-An-Off Dust Cap is held by a spring clamp and is slipped over the valve as you would slip a thimble over your finger, then clamp it to the valve by turning to the right just as you would screw down the old type dust cap until tight.

If the cap does not readily slip over the valve turn it slightly to the left, which will bring the flats of the valve and washer of the Dust Cap in line, and then slip it on.

To loosen the cap turn to the left as in unscrewing the old type dust cap and it will instantly be loose and slip off quickly. Put up in packages of four each.

No. 3620—Dust Cap, 2 in. long; per set of four...\$0.50



Quick Acting Dust Cap

Made of brass and steel, nickel plated and polished. Intended for the larger size tires using a No. 725 type valve. Caps do not have to be screwed on valve, simply slip cap over valve stem, tap it at the top with the fingers and it automatically fastens itself up against the rim nut or felloe of the wheel. It can be removed in a moment by pressing the two small levers at the sides inwardly; this action releases a steel prong at each side from the valve threads. Illustration herewith shows construction. Packed individually in cardboard boxes, five caps to a set.

No. 3199, per set of five.....\$2.50
No. 3199, each50



Schrader Star Wrench



For screwing down hexagon nuts on motor tire valves. Hexagon on one side for No. 777 and on other for No. 725 hexagon nut.

No. 3074, each\$0.25

Five-in-One Schrader Valve Repair Tool

SCHRADER UNIVERSAL VALVE REPAIR TOOL



Effects quick and proper repair of cap threads and inside threads of valves.

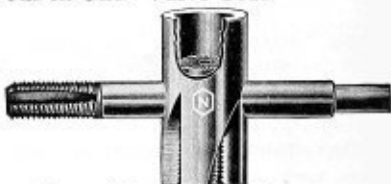
New Features — Deflator in side socket empties inner tube of air. Larger diameter swivel nut, which provides more

convenient removal of valve inside. Mounted 12 on display card.

No. 3263, each\$0.35

"Four in One" Valve Tool

These tools are unquestionably superior to those offered generally to the trade. Minute comparison as to material, workmanship and finish solicited.



No. 3, each\$0.35

"Three in One" Valve Tool



For re-cutting outside thread, tapping inside and removing valve from stem. Combined in one tool as shown.

No. 2, each\$0.35



Valve Die

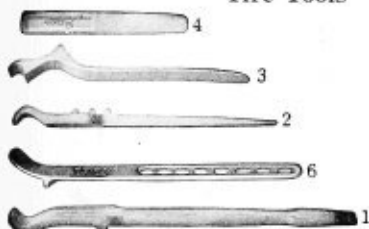
A very useful tool for re-threading outside or body of Standard Valves.

No. 4, each\$0.75



TIRE AND RIM TOOLS

Tire Tools



These Tire Tools are made of strong malleable iron and are very practical in putting on or removing tires from wheels or demountable rims.

Finish: Velvet Aluminum.

No. 4—8 inches long, each	.....\$0.25
No. 3—11 inches long, each	......70
No. 2—13 inches long, each	......50
No. 1—16 inches long, each	......80
No. 6—12 inches long, each	......50

Auto Pry Bar



Octagon Tool Steel Bar, 14 inches long, one end straight and the other angled.

No. 445—3/8x14 inches, each	.....\$0.50
No. 445—7/16x14 inches, each	......60
No. 445—1/2x14 inches, each	......70

The Matchless Tire Tool



The Matchless Tire Tool is made from one piece of spring tempered tool steel, forged to taper from end to end, and slightly curved at the point to just the right shape for tire work.

Length 11 1/2 inches. Weight, 19 ounces.
No. 39—Full polished, each\$0.85

The Perfect Handle Tire Tool



13 1/4 inches long, 1 inch tapering to 3/4 inch in width, 3/4 inch tapering to 3/16 inch in thickness, with acute curved and round point tapered to 1/16 inch, to slip under the tire and heave it off in a jiffy. A regular "cuss" preventer.

No. 620, each\$1.50

Tire Tool



No. 5—14 inches long, each\$0.70

Service Rim Wrench



Four wrenches all in one. This heavy duty wrench fits 5/8, 11/16, 3/4 and 7/8. To change the socket size just turn the socket head. The socket and head are then locked securely together.

No. 5104, each\$3.50

Rim Tool—Self-Adjustable to Any Split Rim



A time saver and a money maker. Made of malleable iron, strong, light and durable. Will open and close the most stubborn rims in a few minutes.

Tool is self-adjustable to any size split rim. With a vise-like grip it compresses the rim and holds it in its compressed position so that the old tire can be easily removed and the new one put on. Then it forces the rim back into the tire in its original position.

Durable blue enamel finish, non-rusting and weather proof. Packed in individual cartons.

No. —, each\$6.00



Duplex Rim Device



The device is so simple that the illustrations practically tell the whole story of how it works. There are a few points which should be noted, however.

The center action of the lever, between the bars, guided by the disk, eliminates all side strain and delivers a straight pull and push. The rolling support of the disk at bottom makes it impossible for the device to sag while expanding.

Being universal in its use, the device fits any size and make of split rim, straight side or clincher, operating all in the same way. It will unlock and lock any make of rim and do all its work without injury to tire or rim.

The Duplex Rim Device is not cumbersome. It folds up like a jack knife and takes very little space in any tool box. It is as compact as it is effective.

Arrow back of lever shows direction in which it is being forced.

No. 2—Duplex Rim Tool, garage size, each\$4.50
No. 1—Duplex Rim Tool, owner's size, each 4.00

Gibson Tires and Tubes are one of the most profitable combinations any dealer can handle. Car owners everywhere recognize and appreciate the superior qualities of Gibson Products.

Gibson Tubes



Gibson Tubes are one of the best lines any dealer can have. We guarantee the high quality without reservation and believe in the merchandise so fully that we place our name, and the enviable reputation of twenty-five years in the automotive field, behind every tire and tube. As our purchases are made on a commodity basis, and as there is no heavy overhead or big advertising to add expense, it is possible for us to offer Gibson Tubes at a price that enables the dealer to make a goodly profit on every sale.

Gibson Tubes are made in both red and gray and can be supplied in all sizes. The quality of rubber stock used is unsurpassed and we guarantee all tubes to give perfect satisfaction. Our proposition to the dealer is most attractive on both tires and tubes.

Gibson Tubes, Red and Gray—All Sizes

CODE WORDS			
Gray	Red	Gray	Red
28x3 .. \$1.85	\$2.30	Abbey	Arbut
30x3 .. 1.00	2.40	About	Archi
30x3½ .. 2.25	2.80	Acade	Asend
32x3½ .. 2.55	2.95	Acent	Askew
31x4 .. 3.10	3.45	Adder	Atbal
32x4 .. 3.20	3.65	Addix	Athle
33x4 .. 3.35	3.80	Addle	Atoms
34x4 .. 3.50	4.00	Adept	Alter

CODE WORDS			
Gray	Red	Gray	Red
32x4½ .. \$4.05	\$4.65	Agate	Annat
33x4½ .. 4.20	4.75	Agent	Anent
34x4½ .. 4.25	4.90	Agast	Anger
35x4½ .. 4.30	5.10	Agile	Ankon
36x4½ .. 4.55	5.30	Agony	Aunts
33x5 .. 5.00	5.70	Alarm	Avast
35x5 .. 5.20	6.00	Album	Avena
37x5 .. 5.45	6.35	Alien	Avows
36x6 ..	12.45		Award

Gibson Tires



30x3½ Cord

GIBSON TIRES are offered to the public with absolute assurance as to their high quality. They are made of selected material, both in fabric and rubber, carefully constructed and inspected and will satisfy the most exacting motorist. The prices are attractive because Gibson Tires are handled in conjunction with our general line of accessories, equipment and replacement parts. This enables us to sell at lower prices than those asked by manufacturers who have heavy overhead and advertising expenses, and who maintain costly branch organizations.



30x3½ Fabric

GIBSON FABRIC TIRES

Quality and Service are prominent factors in the construction of these tires. 171-ounce fabric is used in Gibson Tires whereas almost all other manufacturers use only 14-ounce. The latest type non-skid tread is not only attractive, but sturdy and practical.

30x3 Quality Fabric, Clincher (Code, CASKS), each.....	\$11.35
30x3½ Quality Fabric, Clincher (Code, CATCH), each.....	13.65

GIBSON CORD TIRES

All Gibson Regular Size Cord Tires are of the highest quality all the way through. They represent the very latest development in tire building, and can be used opposite fabric tires of same size very satisfactorily.

30x3½ Regular Size Cord, Clincher (Code, CAZJA), each.....	\$16.25
30x3½ Regular Size Cord, Straight Side (Code, CEJMA), each.....	16.75
32x4 Regular Size Cord, Straight Side (Code, CIRGO), each.....	29.75

GIBSON DE LUXE OVERSIZE CORD TIRES

These tires represent the very latest design and are second to none for genuine quality. The oversize feature assures practically double the mileage ordinarily obtained with fabric tires. A Gibson 30x3½ DeLuxe Cord Tire is built on a mould which is practically the same size as a mould for a 31x4 fabric tire.

30x3½ De Luxe Cord, Clincher (Code, DANES), each.....	\$18.00
30x3½ De Luxe Cord, Straight Side (Code, DERBY), each.....	19.25



PATCHES AND REPAIR MATERIALS

Blow-Out Patches

7-Ply, Black Friction, with Rubber Tips

No. 110—3x9-inch, each	\$.50
No. 111—3½x9½-inch, each	.60
No. 112—4x10½-inch, each	.65
No. 113—4½x10½-inch, each	.75
No. 114—5x11-inch, each	.80

Valve Base

For small tubes, each	\$.15
For large tubes, each	.20

Gibson Tube Patches

Each outfit contains 30 square inches (10x3) of highest grade rubber for the repair of tires, tubes and all rubber goods. Is self curing and will not slip when properly applied. Put up in an attractive container, complete with a large tube of cement and a buffer. Full directions are printed clearly on every can.

No. G907, each,\$0.50



Devil Grip Tube Patches

Devil Grip is a high grade rubber back patch made from para rubber. When applied according to directions on can it seemingly forms an integral part of the product it is cemented to.

Made in two sizes. Large size has 51 square inches of patch. Small size has 27 square inches of patch. Both packages also contain a tube of cement and a buffer.

No. G-829, Small size, per dozen\$4.00
No. G-830, Large size, per dozen 7.20



Devil Grip Cement

Devil Grip Cement is made from material of the very best. Made of pure para gum. Unequaled for repairing tires and tubes, and for any other purpose where a good, strong adhesive is required. Comes packed one dozen tubes in a box.

G908, Per doz. tubes..\$1.80



Michelin Pure Gum Cement



1x3½-inch tubes, each.\$0.15

Packed 1 dozen in box

¼-pint cans, each85

1-pint cans, each25

Michelin Mastic

(Put up in wide-mouth, seal-top, 2-ounce cans)

2-ounce cans, each.....\$0.40



Tire Tape

Every garage, repair shop and motorist has constant need for a first-class, high-grade tire tape. There are many grades offered, but unless they are carefully made they refuse to adhere for any length of time. The principal essentials in the selection of tape should be its adhesiveness, a high-grade cotton tape as a base, and the whole to be thoroughly water-proof.

The tape listed below answers all these requirements.

One-ounce rolls ¼-in., per pound\$0.80

Two-ounce rolls, ¼-in., per pound80

Four-ounce rolls, ¼-in., per pound80

Eight-ounce rolls, ¼-in., per pound80

Tire Talc

No tube should ever be placed in a casing without first sifting some talc or mica powder over the entire inner surface of the casing. Unless some material of this kind is employed, the tube is liable to pinch and grind, but the most serious possibility is the sticking of the tube to the casing. When the car is driven any distance, the friction of the tires on the road sets up a very high heat, which (unless some good quality talc or mica powder is used) will soften the tube and cause it to stick to the casing.

Per can\$0.15

Per 25-lb. bag 1.75

Mica Powder

Some prefer mica powder for the prevention of friction and sticking. The Mica Powder we sell is the very best obtainable for the purpose. It is from selected mica, ground to a very fine powder and guaranteed not to cake.

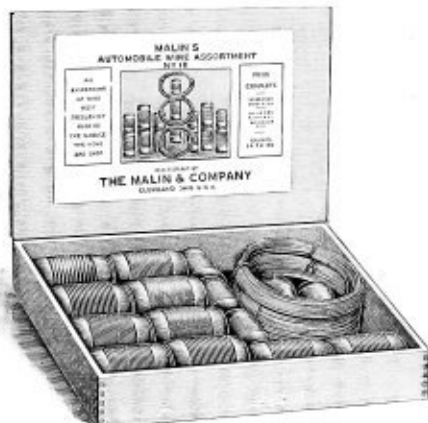
Per can\$0.20





WIRE AND FIBER

Malin's Automobile Wire Assortment



Assortment consists of—

- 4—1-oz. spools, tinned, Nos. 24 to 32.
 - 1—1-oz. spool, brass, No. 34.
 - 4—1-lb. spools, copper, Nos. 16 to 22.
 - 2—1-lb. spools, brass, Nos. 18 to 22.
 - 4—1-lb. spools, tinned, Nos. 18 to 24.
 - 3—1-lb. coils, galvanized, Nos. 17 to 22.
- Put up in a substantial wood box with hinge cover. Size of box, 10x7x2 inches. Weight, 4 pounds each. No. 18, per box\$2.50

Ajax Wire Assortment



Ajax Wire Assortment consists of 72 spools of strong, pliable, rust-proof steel wire in four sizes, Nos. 16, 18, 20 and 22. Iron wire gauge with patent spool clip. Ajax Wire unwinds readily from the patented metal clip that holds the spool. A tension spring holds the wire close to the spool as it unwinds.

No. G540, per assortment of 72 spools\$12.00

Brass and Copper Wire



Copper Wire, 17, 20, 22 or 24-gauge, 1-lb. spool, price\$0.50
 Brass Wire, 17, 20, 22 or 24-gauge, 1-lb. spool, price50

Red Fiber Tubing



Carried in 3-ft. lengths only

Inside Diameter	Thickness of Wall	Price per foot
1/2-inch	1/16-inch	\$.30
3/4-inch	1/16-inch	.35
1-inch	1/16-inch	.40
1 1/4-inch	1/16-inch	.45
1 1/2-inch	1/16-inch	.50
1 3/4-inch	1/16-inch	.55
2-inch	1/16-inch	.60

Red Fiber Rod

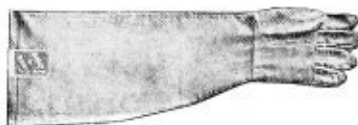


1/2-in., per ft.	\$.40	1-in., per ft.	\$1.25
3/4-in., per ft.	.50	1 1/4-in., per ft.	1.75
1-in., per ft.	.65	1 1/2-in., per ft.	3.00
1 1/4-in., per ft.	.90		

Red Sheet Fiber

Sheets Thickness	Price per lb.
1/64-inch	\$1.00
1/32-inch	1.00
1/16-inch	.85
1/8-inch	.75
3/16-inch	.75
1/4-inch	.75
3/8-inch	.75

"Save-A-Sleeve" Gloves



"SAVE-A-SLEEVE" Gloves are made of heavy, durable duck, double seamed for stiffness—impervious to oil and dirt. The gloves are extra-heavy sewed, the seams of the shoulder-length gauntlet are stay-seamed. This makes the sleeve of the glove STAY in place and sleeves of coat or shirt are protected. Gloves are full cut throughout—comfortable—protects hands and full sleeve.

No. G541, per pair\$1.10

18 ga. Annealed Iron Wire

50-foot coils, each	\$.10
1-pound spools, each	.35
5-pound coils, each	.75



COTTER PINS AND RIVETS

Hammer-Lock Cotter Pins



STANDARD LIST ADOPTED OCT. 5, 1922

	Per M		Per M
1/32x1	\$0.75	1/8 x1 1/2	.95
1/32x1 1/2	1.15	1/8 x1 1/2	1.68
1/16x1	.43	1/8 x2	1.30
1/16x1 1/2	.55	5/32x1 1/2	1.38
1/16x1 1/2	.63	5/32x1 1/2	1.45
1/16x1 1/2	.73	5/32x1 1/2	1.63
3/32x1	.43	5/32x2	1.80
3/32x1 1/2	.53	3/16x1 1/2	1.95
3/32x1 1/2	.63	3/16x1 1/2	2.15
3/32x1 1/2	.73	3/16x1 1/2	2.45
3/32x1 1/2	.83	3/16x2	2.55
3/32x2	.93	3/16x2 1/2	3.05
1/8 x1 1/2	.83	3/16x2 1/2	3.35



No. G548

Cotter Pin Assortments

Motor Assortment Campbell Hammer Lock Cotter Pins. One hundred assorted sizes commonly used in pasteboard box.

No. G549, per box...\$0.15

Auto Kit Assortment in metal box, as shown in cut.

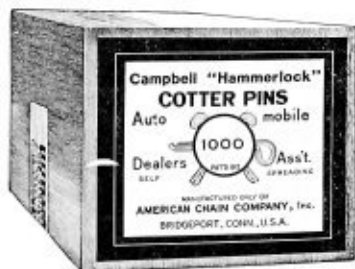
No. G548, per box...\$0.25

Per box of 12 cans.

Dealer's Cotter Pin Assortment

Dealer's Assortment Campbell Hammer Lock Cotter Pins, 1,000 assorted sizes, put up in strong pasteboard carton.

No. G550
per box...\$1.25



Garage Cotter Pin Assortment

Garage Assortment Campbell's Hammer Lock Cotter Pins, 3,000 assorted sizes, put up in strong wooden box.

No. G551, per box...\$3.00



Cotter Pin Assortment

Cotter Pin Assortment consisting of 120 assorted sizes commonly used for automobiles.

No. G552, per box...\$0.15

Copper Rivets and Burs

Copper rivets and burs in 1/2-lb. boxes, assorted lengths from 1/2 to 3/4.



No. 8, Assorted, 1/2-pound box, each	\$0.65
No. 10, Assorted, 1/2-pound box, each	.70
No. 12, Assorted, 1/2-pound box, each	.75

Special Brake Band Copper Rivets

No. 9, 1/2-lb. boxes, 1/2-inch, per box	\$0.65
No. 9, 1/2-lb. boxes, 3/4-inch, per box	.65
No. 9, 1/2-lb. boxes, 1-inch, per box	.65
No. 7, 1/2-lb. boxes, 1/2-inch, per box	.65
No. 7, 1/2-lb. boxes, 3/4-inch, per box	.65
No. 7, 1/2-lb. boxes, 1-inch, per box	.65
No. 8, 1/2-lb. boxes, 1/2-inch, per box	.65
No. 8, 1/2-lb. boxes, 3/4-inch, per box	.65
No. 8, 1/2-lb. boxes, 1-inch, per box	.65

Slotted Brass Rivets



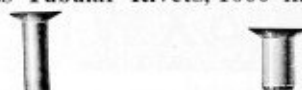
Slotted Brass Rivets, 100 in Box

No. 272, 5/16-inch, per box	\$0.25
No. 272, 3/8-inch, per box	.25
No. 272, 1/2-inch, per box	.30
No. 272, 5/8-inch, per box	.35
No. 272, 3/4-inch, per box	.40

Slotted Brass Rivets, 1000 in Box

No. 2970, 5/16-inch, per box of 1,000	\$1.78
No. 2970, 3/8-inch, per box	1.93
No. 2970, 1/2-inch, per box of 1,000	2.23
No. 2970, 5/8-inch, per box of 1,000	2.63
No. 2970, 3/4-inch, per box of 1,000	2.93

Brass Tubular Rivets, 1000 in Box

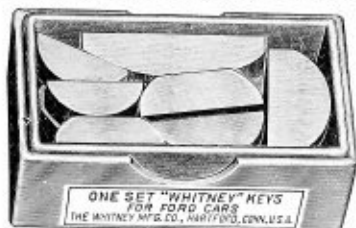


No. 1, Tubular	No. 3, Tubular
No. 738, Brass Tubular Rivets, 5/16	No. 1.....\$3.25
No. 738, Brass Tubular Rivets, 3/8	No. 1.....3.50
No. 738, Brass Tubular Rivets, 1/2	No. 1.....4.00
No. 1657, Brass Tubular Rivets, 3/8	No. 3.....5.00
No. 1657, Brass Tubular Rivets, 1/2	No. 3.....6.00
No. 2513, Brass Cupped Head Tubular Rivets, 5/16	No. 1W.....3.60
No. 2513, Brass Cupped Head Tubular Rivets, 3/8	No. 1W.....4.00
No. 2513, Brass Cupped Head Tubular Rivets, 7/16	No. 1W.....4.25
No. 2513, Brass Cupped Head Tubular Rivets, 1/2	No. 1W.....4.50
No. 2106, Brass Cupped Head Tubular Rivets, 3/8	No. 3W.....5.60
No. 2106, Brass Cupped Head Tubular Rivets, 1/2	No. 3W.....6.50



LOCKWASHERS

Whitney Ford Key Assortment



Box contains 12 keys—one complete set for a Ford.
No. G553, per box.....\$0.75

Whitney Universal Key Assortment



Assortment of 100 sizes in general use.
No. G554, per box.....\$2.50

Whitney Keys in Bulk

No.	Size	Per doz.	Per 100	No.	Size	Per doz.	Per 100
1	3x1/16	\$0.23	\$0.89	12	2x7/32	\$0.55	\$2.20
2	3x3/32	.23	.89	A	2x1	.60	2.40
3	3x1/4	.23	.89	13	1x3/16	.63	2.52
4	3x3/32	.23	.89	14	1x7/32	.70	2.76
5	3x1/4	.23	1.00	15	1x1	.75	3.00
6	3x5/32	.29	1.16	B	1x5/16	.88	3.52
7	3x1/4	.28	1.10	16	1x3/16	.78	3.12
8	3x5/32	.33	1.30	17	1x7/32	.85	3.40
9	3x3/16	.40	1.56	18	1x1	.94	3.72
10	3x5/32	.47	1.68	C	1x5/16	1.08	4.28
11	3x3/16	.50	2.00				

Lock Washers

	Per 100
For 3/16 bolt.....	\$0.20
For 1/4 bolt.....	.40
For 5/16 bolt.....	.60
For 3/8 bolt.....	.80
For 7/16 bolt.....	1.00
For 1/2 bolt.....	1.10
For 9/16 bolt.....	1.20
For 5/8 bolt.....	1.40
For 3/4 bolt.....	1.70
For 7/8 bolt.....	2.00
For 1 bolt.....	2.50



Packed in Boxes of 250

Wrought Iron Washers



No.	Size	Per lb.
For 3/16 bolt.....		\$0.30
For 1/4 bolt.....		.30

HEAVY TYPE S. A. E. LOCK WASHERS

Packed in boxes of 250

No.	Size	Per 100	No.	Size	Per 100
3/16	3/16	\$0.30	1/2	1/2	\$1.40
1/4	1/4	.50	3/4	3/4	1.60
5/16	5/16	.75	7/8	7/8	2.00
3/8	3/8	1.00	1	1	2.50

Lockwasher Assortment

S. A. E. Standard



A handy assortment for the small garage or machine shop. A permanent receptacle and display.

Containing 300 S. A. E. Standard lockwashers of the following sizes and quantities:

Size	Reliance	Lockwashers
50—3/16-inch	"	"
60—1/4 -inch	"	"
60—5/16-inch	"	"
60—3/8 -inch	"	"
25—7/16-inch	"	"
20—1/2 -inch	"	"
10—9/16-inch	"	"
10—5/8 -inch	"	"
5—3/4 -inch	"	"

No. G688, assortment\$2.00

Lockwasher Package Assortment



A total of 3935 Reliance Lockwashers for the jobber who sells to the user in small quantities of a single size.

No Weighing, Counting or Wrapping

This assortment contains 100 2-oz. packages of Reliance Lockwashers as follows:

8 pkgs.	3/16-in.	each containing	110	lockwashers
20 "	1/4 -in.	"	50	"
25 "	5/16-in.	"	40	"
25 "	3/8 -in.	"	30	"
7 "	7/16-in.	"	15	"
10 "	1/2 -in.	"	15	"
5 "	5/8 -in.	"	10	"

No. G889, carton\$12.00

We carry a complete line of replacement parts for most all automobiles. If you do not find what you want listed, write us. Our discounts are very attractive.



BOLTS AND NUTS

Lock Washer Assortment



No. G555, 39 assorted lock washers, per box.....\$0.20
 No. G884, 25 assorted lock washers, per box......15

Never Slip Lock Washer Assortment



Never-Slip Lock Washers furnish 60 per cent. greater gripping power for all purposes. Assortment comes packed in a neat wooden box twelve inches long and five inches wide. Nine suitable partitions make it an easy matter to select just the washer desired.

The assortment contains the following:

100 each $\frac{1}{8}$ ", $\frac{3}{16}$ ", $\frac{1}{2}$ " washers.
 40 each $\frac{1}{4}$ ", $\frac{5}{8}$ " washers.
 20 each $\frac{3}{4}$ ", $\frac{1}{2}$ " washers.
 10 each $\frac{3}{4}$ " washers.

No. 5, complete.....\$4.00

Taper Pin Assortment



No. G556—40 assorted taper pins, per box.....\$0.80



Set Screw Assortment

Assortment consists of 14 assorted cup point set screws, U. S. standard thread.

No. G557, per box \$0.60

Hexagon Head Cap Screw Assortment

No. G558—12 assorted U. S. Standard thread, per box.....\$0.60

No. G559—12 assorted S. A. E. thread, per box .60



Hexagon Nut Assortment

Each assortment consists of 24 semi-finished assorted sizes.

No. G560, U. S. standard thread, per box.....\$0.65

No. G561, S. A. E. thread, per box .65



Castellated Nut Assortment

Each box consists of 15 assorted castellated nuts.

No. G562, U. S. Castellated standard thread, per box \$0.70

No. G563, S. A. E. Castellated thread, per box......70



Hex Machine Screw Nut



Semi-finished Iron

Nos. Size Screw	Threads Per Inch	Price
4	36	Per Gross... \$0.25
6	32	Per Gross... .25
8	32	Per Gross... .28
10	24 and 32	Per Gross... .30
12	24	Per Gross... .33
14	20 and 24	Per Gross... .38



BOLTS AND NUTS—Continued

Semi-Finished Hexagon Nuts

U. S. Standard Thread

Per 100

1/4-20	\$2.00
5/16-18	2.50
3/8-16	3.25
7/16-14	3.75
1/2-13	4.50
5/8-12	5.50
3/4-11	6.50
7/8-10	8.50



Per 100

3/4-9	\$12.00
1-8	17.50

S. A. E. Thread

Per 100

1/4-28	\$2.00
5/16-24	2.50
3/8-24	3.25
7/16-20	3.75
1/2-20	4.50
5/8-18	5.50

5/8-18	\$6.50
1 1/8-16	7.00
3/4-16	8.50
7/8-14	10.00
1-14	12.50

Castellated Nuts

U. S. Standard Thread

Per 100

1/4-20	\$2.00
5/16-18	2.50
3/8-16	3.25
7/16-14	3.75
1/2-13	4.50
5/8-12	5.50
3/4-11	6.50
7/8-10	8.50
1-9	12.50
1-8	17.50



S. A. E. Thread

Per 100

1/4-28	\$2.00
5/16-24	2.50
3/8-24	3.25
7/16-20	3.75
1/2-20	4.50

5/8-18	\$5.50
1 1/8-16	6.75
3/4-16	8.50
7/8-14	12.50
1-14	17.50

Taper Pins



Per 100

1/4	No. 0	\$1.80
1	No. 0	2.05
1 1/4	No. 0	2.30
3/4	No. 1	2.00
1	No. 1	2.25
1 1/4	No. 1	2.50
1 1/2	No. 1	2.75
1	No. 2	2.35
1 1/4	No. 2	2.60
1 1/2	No. 2	2.85
1 3/4	No. 2	3.10
2	No. 2	3.25
1 1/4	No. 3	2.80
1 1/2	No. 3	3.05
1 3/4	No. 3	3.30
2	No. 3	3.55
2 1/4	No. 3	3.80
2 1/2	No. 3	4.05
1 1/2	No. 4	3.25
1 3/4	No. 4	3.50

Per 100

2	No. 4	\$3.75
2 1/4	No. 4	4.00
2 1/2	No. 4	4.25
2 3/4	No. 4	4.50
3	No. 4	4.75
1 1/2	No. 5	3.50
1 3/4	No. 5	3.75
2	No. 5	4.00
2 1/4	No. 5	4.40
2 1/2	No. 5	4.75
2 3/4	No. 5	5.10
3	No. 5	5.45
1 1/2	No. 6	3.75
1 3/4	No. 6	4.00
2	No. 6	4.35
2 1/4	No. 6	4.75
2 1/2	No. 6	5.20
2 3/4	No. 6	5.70
3	No. 6	6.25

Machine Screws

Flat and Round Head Machine Screws



Length Under Heads

THREAD SIZES

	4	6	8	10
1/2	36	32	32	24
1/2	Per Gross	\$0.34	\$0.39	\$0.48
3/4	Per Gross	.37	.42	.52
1	Per Gross	.41	.46	.56
1 1/4	Per Gross	.45	.50	.60
1 1/2	Per Gross	.50	.55	.65
1 3/4	Per Gross	.60	.65	.75
2	Per Gross	.70	.75	.85
2 1/4	Per Gross	.90	.95	1.05
2 1/2	Per Gross	1.10	1.15	1.25

Length Under Heads

THREAD SIZES

	10	12	14	14
1/2	32	24	20	24
1/2	Per Gross	\$0.70	\$0.80	\$0.95
3/4	Per Gross	.75	.85	1.00
1	Per Gross	.80	.90	1.05
1 1/4	Per Gross	.85	.95	1.15
1 1/2	Per Gross	.90	1.00	1.25
1 3/4	Per Gross	1.10	1.20	1.45
2	Per Gross	1.30	1.40	1.65
2 1/4	Per Gross	1.50	1.60	1.85
2 1/2	Per Gross	1.70	1.80	2.20

Stove Bolts



Flat Head



Round Head

Per 100

1/2 x 1/2	\$0.85
1/2 x 3/4	.85
1/2 x 1	.90
1/2 x 1 1/4	1.00
1/2 x 1 1/2	1.10
1/2 x 1 3/4	1.15
1/2 x 2	1.20
3/4 x 1/2	1.50
3/4 x 3/4	1.20
3/4 x 1	1.30
3/4 x 1 1/4	1.40
3/4 x 1 1/2	1.50
3/4 x 1 3/4	1.55
3/4 x 2	1.60
1 x 1/2	1.70
1 x 3/4	1.80
1 x 1	1.75
1 x 1 1/4	1.85
1 x 1 1/2	1.95
1 x 1 3/4	2.05
1 x 2	2.15
1 1/4 x 1/2	2.30
1 1/4 x 3/4	2.40
1 1/4 x 1	2.50

Per 100

1/2 x 3/4	.85
1/2 x 1	.90
1/2 x 1 1/4	1.00
1/2 x 1 1/2	1.10
1/2 x 1 3/4	1.15
1/2 x 2	1.20
3/4 x 1/2	1.20
3/4 x 3/4	1.20
3/4 x 1	1.30
3/4 x 1 1/4	1.40
3/4 x 1 1/2	1.50
3/4 x 1 3/4	1.55
3/4 x 2	1.60
1 x 1/2	1.70
1 x 3/4	1.80
1 x 1	1.75
1 x 1 1/4	1.85
1 x 1 1/2	1.95
1 x 1 3/4	2.05
1 x 2	2.15
1 1/4 x 1/2	2.30
1 1/4 x 3/4	2.40
1 1/4 x 1	2.50



CAP SCREWS

Hexagon Head Cap Screws



U. S. Standard Thread Hex. Head Screw S. A. E. Standard Hex. Head Cap Screws

	Per 100		Per 100
$\frac{3}{4} \times \frac{1}{4}$	\$ 3.00	$\frac{3}{4} \times \frac{1}{4}$	\$ 3.20
1 x $\frac{1}{4}$	3.25	$\frac{1}{2} \times \frac{1}{4}$	3.45
1 $\frac{1}{2}$ x $\frac{1}{4}$	3.50	1 x $\frac{1}{4}$	3.85
1 $\frac{3}{4}$ x $\frac{1}{4}$	3.75	1 $\frac{1}{2}$ x $\frac{1}{4}$	4.10
2 x $\frac{1}{4}$	4.00	1 $\frac{3}{4}$ x $\frac{1}{4}$	4.40
2 $\frac{1}{2}$ x $\frac{1}{4}$	4.25	2 x $\frac{1}{4}$	4.70
$\frac{3}{4}$ x $\frac{3}{8}$	3.25	2 $\frac{1}{2}$ x $\frac{1}{4}$	5.00
1 x $\frac{3}{8}$	3.50	$\frac{3}{4}$ x $\frac{1}{2}$	4.10
1 $\frac{1}{2}$ x $\frac{3}{8}$	3.75	1 x $\frac{1}{2}$	4.50
1 $\frac{3}{4}$ x $\frac{3}{8}$	4.00	1 $\frac{1}{2}$ x $\frac{1}{2}$	4.80
2 x $\frac{3}{8}$	4.25	1 $\frac{3}{4}$ x $\frac{1}{2}$	5.10
2 $\frac{1}{2}$ x $\frac{3}{8}$	4.85	2 x $\frac{1}{2}$	5.45
2 $\frac{3}{4}$ x $\frac{3}{8}$	5.35	2 $\frac{1}{2}$ x $\frac{1}{2}$	6.05
3 x $\frac{3}{8}$	5.80	3 x $\frac{1}{2}$	6.70
3 $\frac{1}{2}$ x $\frac{3}{8}$	6.30	3 x $\frac{1}{2}$	7.25
4 x $\frac{3}{8}$	6.80	4 x $\frac{1}{2}$	7.90
1 x $\frac{1}{2}$	4.00	2 $\frac{3}{4}$ x $\frac{1}{2}$	8.50
1 $\frac{1}{2}$ x $\frac{1}{2}$	4.25	3 x $\frac{1}{2}$	4.70
1 $\frac{3}{4}$ x $\frac{1}{2}$	4.50	1 x $\frac{3}{4}$	5.10
2 x $\frac{1}{2}$	4.85	1 $\frac{1}{2}$ x $\frac{1}{2}$	5.35
2 $\frac{1}{2}$ x $\frac{1}{2}$	5.55	1 $\frac{3}{4}$ x $\frac{1}{2}$	5.65
2 $\frac{3}{4}$ x $\frac{1}{2}$	6.00	2 x $\frac{1}{2}$	6.05
3 x $\frac{1}{2}$	6.65	2 $\frac{1}{2}$ x $\frac{1}{2}$	6.50
3 $\frac{1}{2}$ x $\frac{1}{2}$	7.20	3 x $\frac{1}{2}$	6.95
1 x $\frac{3}{4}$	4.90	3 $\frac{1}{2}$ x $\frac{1}{2}$	7.50
1 $\frac{1}{2}$ x $\frac{3}{4}$	5.30	4 x $\frac{1}{2}$	8.30
1 $\frac{3}{4}$ x $\frac{3}{4}$	5.70	2 x $\frac{3}{4}$	9.00
2 x $\frac{3}{4}$	6.10	2 x $\frac{3}{4}$	6.80
2 $\frac{1}{2}$ x $\frac{3}{4}$	6.50	3 x $\frac{3}{4}$	7.35
2 $\frac{3}{4}$ x $\frac{3}{4}$	7.15	1 x 1	8.00
3 x $\frac{3}{4}$	7.50	1 $\frac{1}{2}$ x 1	8.65
3 $\frac{1}{2}$ x $\frac{3}{4}$	7.90	2 x 1	9.25
4 x $\frac{3}{4}$	8.40	2 $\frac{1}{2}$ x 1	10.05
3 x 1	9.15	3 x 1	10.65
3 $\frac{1}{2}$ x 1	9.75	4 x 1	11.25
4 $\frac{1}{2}$ x 1	10.50	2 x 1 $\frac{1}{2}$	11.95
3 x 1 $\frac{1}{2}$	11.10	3 x 1 $\frac{1}{2}$	12.90
1 x 2	6.50	3 $\frac{1}{2}$ x 1 $\frac{1}{2}$	13.80
1 $\frac{1}{2}$ x 2	7.10	4 x 1 $\frac{1}{2}$	14.75
1 $\frac{3}{4}$ x 2	7.70	3 x 2	15.65
2 x 2	8.30	4 x 2	7.40
2 $\frac{1}{2}$ x 2	8.90	1 x 2 $\frac{1}{2}$	8.15
3 x 2	9.50	1 $\frac{1}{2}$ x 2 $\frac{1}{2}$	8.90
3 $\frac{1}{2}$ x 2	10.10	2 x 2 $\frac{1}{2}$	9.65
4 x 2	10.70	2 $\frac{1}{2}$ x 2 $\frac{1}{2}$	10.40
3 x 2 $\frac{1}{2}$	11.30	3 x 2 $\frac{1}{2}$	11.15
3 $\frac{1}{2}$ x 2 $\frac{1}{2}$	11.90	4 x 2 $\frac{1}{2}$	11.90
4 x 2 $\frac{1}{2}$	12.60	3 x 2 $\frac{1}{2}$	12.60
1 x 2 $\frac{3}{4}$	9.30	3 $\frac{1}{2}$ x 2 $\frac{1}{2}$	13.40
1 $\frac{1}{2}$ x 2 $\frac{3}{4}$	10.00	4 x 2 $\frac{1}{2}$	14.40
1 $\frac{3}{4}$ x 2 $\frac{3}{4}$	10.75	3 x 2 $\frac{3}{4}$	15.40
2 x 2 $\frac{3}{4}$	11.50	3 $\frac{1}{2}$ x 2 $\frac{3}{4}$	16.40
2 $\frac{1}{2}$ x 2 $\frac{3}{4}$	12.50	4 x 2 $\frac{3}{4}$	17.40
2 $\frac{3}{4}$ x 2 $\frac{3}{4}$	13.60	1 x 3	11.90
3 x 2 $\frac{3}{4}$	14.40	1 $\frac{1}{2}$ x 3	12.50
3 $\frac{1}{2}$ x 2 $\frac{3}{4}$	15.20	2 x 3	13.45
4 x 2 $\frac{3}{4}$	16.00	2 $\frac{1}{2}$ x 3	14.40
3 x 3	17.30	3 x 3	15.75
3 $\frac{1}{2}$ x 3	18.60	4 x 3	17.00
4 x 3	19.90	2 x 3 $\frac{1}{2}$	18.00
1 x 3 $\frac{1}{2}$	9.50	3 x 3 $\frac{1}{2}$	19.00
1 $\frac{1}{2}$ x 3 $\frac{1}{2}$	10.00	4 x 3 $\frac{1}{2}$	20.00
1 $\frac{3}{4}$ x 3 $\frac{1}{2}$	10.75	3 x 3 $\frac{1}{2}$	21.65
2 x 3 $\frac{1}{2}$	11.50	4 x 3 $\frac{1}{2}$	23.25
2 $\frac{1}{2}$ x 3 $\frac{1}{2}$	12.50	5 x 3 $\frac{1}{2}$	24.90
2 $\frac{3}{4}$ x 3 $\frac{1}{2}$	13.60	1 x 3 $\frac{3}{4}$	14.70
3 x 3 $\frac{1}{2}$	14.40	1 $\frac{1}{2}$ x 3 $\frac{3}{4}$	15.80
3 $\frac{1}{2}$ x 3 $\frac{1}{2}$	15.20	2 x 3 $\frac{3}{4}$	16.90
4 x 3 $\frac{1}{2}$	16.00	2 $\frac{1}{2}$ x 3 $\frac{3}{4}$	18.20
3 x 4	17.30	3 x 4	19.45
3 $\frac{1}{2}$ x 4	18.60	4 x 4	20.90
4 x 4	19.90	3 x 4 $\frac{1}{2}$	22.40

Cup Point Set Screws



	Per 100		Per 100
$\frac{1}{4} \times \frac{1}{2}$	\$1.80	$\frac{3}{8} \times 1 \frac{1}{4}$	\$2.85
$\frac{1}{4} \times \frac{3}{8}$	1.90	$\frac{3}{8} \times 1 \frac{1}{2}$	3.10
$\frac{1}{4} \times \frac{1}{2}$	2.00	$\frac{1}{2} \times \frac{5}{8}$	2.80
$\frac{1}{4} \times \frac{3}{4}$	2.10	$\frac{1}{2} \times \frac{3}{4}$	2.90
$\frac{1}{4} \times 1$	2.15	$\frac{1}{2} \times \frac{7}{8}$	3.00
$\frac{1}{4} \times 1 \frac{1}{4}$	2.30	$\frac{1}{2} \times 1$	3.10
$\frac{1}{4} \times 1 \frac{1}{2}$	2.50	$\frac{1}{2} \times 1 \frac{1}{4}$	3.50
$\frac{3}{8} \times \frac{1}{2}$	2.00	$\frac{1}{2} \times 1 \frac{1}{2}$	4.00
$\frac{3}{8} \times \frac{5}{8}$	2.10	$\frac{1}{2} \times 1 \frac{3}{4}$	4.50
$\frac{3}{8} \times \frac{3}{4}$	2.20	$\frac{1}{2} \times 2$	5.15
$\frac{3}{8} \times \frac{7}{8}$	2.30	$\frac{1}{2} \times \frac{5}{4}$	3.30
$\frac{3}{8} \times 1$	2.35	$\frac{1}{2} \times \frac{3}{2}$	3.40
$\frac{3}{8} \times 1 \frac{1}{4}$	2.50	$\frac{1}{2} \times \frac{7}{4}$	3.60
$\frac{3}{8} \times 1 \frac{1}{2}$	2.70	$\frac{1}{2} \times 1$	3.80
$\frac{3}{8} \times \frac{3}{2}$	2.35	$\frac{3}{4} \times 1 \frac{1}{4}$	4.30
$\frac{3}{8} \times \frac{5}{2}$	2.45	$\frac{3}{4} \times 1 \frac{1}{2}$	4.80
$\frac{3}{8} \times \frac{3}{4}$	2.50	$\frac{3}{4} \times 1 \frac{3}{4}$	5.40
$\frac{3}{8} \times \frac{7}{8}$	2.60	$\frac{3}{4} \times 2$	6.00
$\frac{3}{8} \times 1$	2.65		

Copper Tubing

Made of annealed, seamless tubing. Can be bent in any direction without fear of breaking. Cut to any length.



1/8 -inch outside diameter, per lb.	\$2.00
3/16-inch outside diameter, per lb.	1.50
1/4 -inch outside diameter, per lb.	1.25
5/16-inch outside diameter, per lb.	1.20
3/8 -inch outside diameter, per lb.	1.15
7/16-inch outside diameter, per lb.	1.10
1/2 -inch outside diameter, per lb.	1.05

Ball Joints

Non-Adjustable Ball Joints. Used extensively for connecting carburetors and timers with levers on steering wheel.



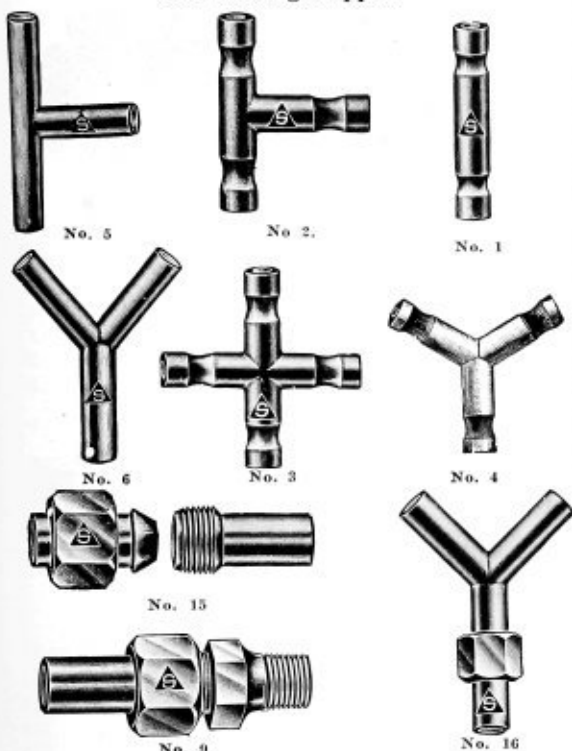
No.	Ball Stem		Socket	Screw		Each
	Inside Diam.	Thread		Outside Diam.	Thread	
1	10	32	$\frac{3}{32}$	$\frac{1}{8}$	18	\$0.25
2	$\frac{1}{4}$	20	$\frac{3}{32}$	$\frac{1}{8}$	18	.25
3	$\frac{1}{4}$	24	$\frac{3}{32}$	$\frac{1}{4}$	27	.25
4	$\frac{1}{4}$	27	$\frac{3}{32}$	$\frac{1}{4}$	27	.25
5	$\frac{1}{4}$	28	$\frac{3}{32}$	$\frac{1}{4}$	28	.25
6	$\frac{1}{4}$	20	$\frac{5}{16}$	$\frac{3}{8}$	16	.25
7	$\frac{1}{4}$	20	$\frac{3}{16}$	$\frac{1}{4}$	20	.25
8	$\frac{3}{16}$	32	$\frac{3}{32}$	$\frac{1}{8}$	32	.25
9	$\frac{3}{16}$	32	$\frac{3}{16}$	$\frac{1}{2}$	32	.25

In buying cap screws the dealer will find it very much to his advantage to make use of the suggested assortments.



COUPLINGS AND PIPE FITTINGS

Gas Tubing Nipples



No. 1, per doz.....\$0.60	No. 6, per doz.....\$2.10
No. 2, per doz.....1.00	No. 9, per doz.....4.75
No. 3, per doz.....1.25	No. 15, per doz.....2.75
No. 4, per doz.....1.10	No. 16, per doz.....3.60
No. 5, per doz.....2.00	

The first four numbers are made of solid brass castings and are about $\frac{1}{4}$ inch in diameter, and are for rubber tubing with $\frac{3}{8}$ -inch hole.

Nos. 5 and 6 are made from smooth brass and will fit $\frac{1}{4}$ -inch brass or copper tubing.

No. 9 Brass Unions turned from solid heavy brass. One end threaded regular $\frac{1}{8}$ -inch gas pipe thread. Other end drilled $\frac{3}{8}$ -inch hole to take $\frac{3}{8}$ -inch O. D. tubing. Ground taper joint.

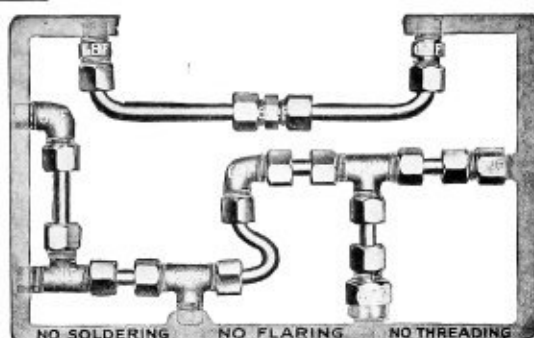
Unions Nos. 15 and 16 are made from tubing, are brazed so that tubing can be soldered in without any injury to the unions. Are $\frac{1}{4}$ inch inside diameter to take $\frac{3}{8}$ -inch outside diameter tubing. Ground taper joint.

Gas Tubing Cock



The key is carefully ground to a gas-tight bearing. Made entirely of brass, the body being turned from a solid bar. Ends fit $\frac{1}{4}$ inch O. D. tubing.

No. 1, each.....\$0.35



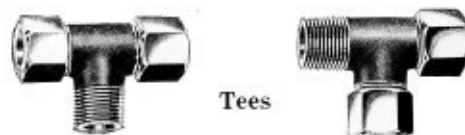
Elbows

Compression both ends

No. 65F, for $\frac{1}{4}$ -inch O. D. brass or copper tubing, each.....	\$0.25
No. 65F, for $\frac{5}{16}$ -in. O. D. brass or copper tubing, each.....	.30
No. 65F, for $\frac{3}{8}$ -in. O. D. brass or copper tubing, each.....	.35

Compression one end, thread on other end

No. 69F, for $\frac{1}{4}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.20
No. 69F, for $\frac{5}{16}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.25
No. 69F, for $\frac{3}{8}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.30



Tees

Compression two opposite ends, thread on other end

No. 72F, for $\frac{1}{4}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	\$0.30
No. 72F, for $\frac{5}{16}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.35
No. 72F, for $\frac{3}{8}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.40

Compression on two ends at right angle, thread on other end

No. 71F, for $\frac{1}{4}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.25
No. 71F, for $\frac{5}{16}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.30
No. 71F, for $\frac{3}{8}$ -in. O. D. brass or copper tubing, $\frac{1}{4}$ -inch I. P. thread, each.....	.40

Compression three ends.

No. 64F, for $\frac{1}{4}$ -in. O. D. brass or copper tubing, each.....	\$0.30
No. 64F, for $\frac{5}{16}$ -in. O. D. brass or copper tubing, each.....	.40
No. 64F, for $\frac{3}{8}$ -in. O. D. brass or copper tubing, each.....	.50
No. G543, like No. 64F, with ends for $\frac{1}{4}$ -in. tubing, center for $\frac{1}{4}$ -in. tubing, each.....	.60
No. G543, like No. 64F, with ends for $\frac{5}{16}$ -in. tubing, center for $\frac{1}{4}$ -in. tubing, each.....	.60
No. G543, like No. 64F, with ends for $\frac{3}{8}$ -in. tubing, center for $\frac{1}{4}$ -in. tubing, each.....	.60



COUPLINGS AND PIPE FITTINGS—Continued

Sleeves and Nuts

Sleeves for the foregoing couplings:

	1/8	1/4	5/16	3/8
No. 60F, per 100.....	\$1.75	\$2.00	\$2.25	\$2.50

Nuts for any of the foregoing couplings:

	1/8	1/4	5/16	3/8
No. 61F, per 100.....	\$4.50	\$5.00	\$6.00	\$8.00

Union Joints for Copper or Brass Tubing

Both ends are fitted with sleeve nut for joining two tubes. For connecting tubing on gasoline and oiling systems without swaging or the use of solder.



No. 62F, for 1/4-in. O. D. brass or copper tubing, each.....	\$0.20
No. 62F, for 5/16-in. O. D. brass or copper tubing, each.....	.25
No. 62F, for 3/8-in. O. D. brass or copper tubing, each.....	.30

Spring Check Valve



Compression one end, thread on other end.

No. 63F, for 1/4-in. O. D. brass or copper tubing, 1/4-inch I. P. thread, each.....	\$0.20
No. 63F, for 5/16-in. O. D. brass or copper tubing, 1/4-inch I. P. thread, each.....	.25
No. 63F, for 3/8-in. O. D. brass or copper tubing, 1/4-inch I. P. thread, each.....	.25

Coupling



Tapped one end, compression on other end.

No. 66F, for 1/4-in. O. D. brass or copper tubing, 1/4-inch I. P. tap, each.....	\$0.15
No. 66F, for 5/16-in. O. D. brass or copper tubing, 1/4-inch I. P. tap, each.....	.20
No. 66F, for 3/8-in. O. D. brass or copper tubing, 1/4-inch I. P. tap, each.....	.30
No. 67F, for 1/4-in. O. D. brass or copper tubing, 1/4-inch I. P. tap, each.....	.24
No. 67F, for 5/16-in. O. D. brass or copper tubing, 1/4-inch I. P. tap, each.....	.26
No. 67F, for 3/8-in. O. D. brass or copper tubing, 1/4-inch I. P. tap, each.....	.28

Nipple Union



Compression one end, thread on other end.

No. 68F, for 1/4-in. O. D. brass or copper tubing, 1/4-inch I. P. thread, each.....	\$0.20
No. 68F, for 5/16-in. O. D. brass or copper tubing, 1/4-inch I. P. thread, each.....	.20
No. 68F, for 3/8-in. O. D. brass or copper tubing, 1/4-inch I. P. thread, each.....	.25

For Connecting Iron Pipe Size Tubing



Rough Bright Brass Finish

No. 100B, Elbow	1/2-inch, each.....	\$0.12
No. 100B, Elbow	3/4-inch, each.....	.15
No. 101B, Tee	1/2-inch, each.....	.17
No. 101B, Tee	3/4-inch, each.....	.21
No. 102B, Crosses	1/2-inch, each.....	.25
No. 102B, Crosses	3/4-inch, each.....	.30



No. 103B, Couplings	1/2-inch, each.....	\$0.10
No. 103B, Couplings	3/4-inch, each.....	.13
No. 104B, Unions, Ground Joint	1/2-inch, each.....	.40
No. 104B, Unions, Ground Joint	3/4-inch, each.....	.50
No. 104B, Unions, Ground Joint	1-inch, each.....	.65
No. 108B, Caps	1/2-inch, each.....	.10
No. 108B, Caps	3/4-inch, each.....	.13



No. 110B, Bushings	1/2-inch, each.....	\$0.10
No. 111B, Lock Nuts	1/2-inch, each.....	.10
No. 111B, Lock Nuts	3/4-inch, each.....	.10
No. 109B, Plugs	1/2-inch, each.....	.08
No. 109B, Plugs	3/4-inch, each.....	.10



112B



116B

No. 112B, Nipple close, 1-in. long, $\frac{1}{4}$ -inch, each...	\$0.11
No. 112B, Nipple close, 1-in. long, $\frac{3}{4}$ -inch, each...	.13
No. 113B, Nipple, 2-in. long, $\frac{1}{2}$ -inch, each...	.15
No. 113B, Nipple, 2-in. long, $\frac{3}{4}$ -inch, each...	.19
No. 116B, Street Elbow, $\frac{1}{2}$ -inch, each...	.25
No. 116B, Street Elbow, $\frac{3}{4}$ -inch, each...	.27



COUPLINGS AND PIPE FITTINGS—Continued

Imperial S. A. E. Tube Couplings



No. 41F,
Union Nut



No. 42F,
Union Coupling



No. 43F,
Ball Check Valve

No. 41F, Union Nut, 1/4-inch Tubing, 7/16-20, S.A.E. Thread, each.....	\$0.20
No. 41F, Union Nut, 5/16-inch Tubing, 1/2-20, S.A.E. Thread, each.....	.35
No. 41F, Union Nut, 3/8-inch Tubing, 5/8-18, S.A.E. Thread, each.....	.30
No. 42F, Union Coupling, 1/4-inch Tubing, 7/16-20, S.A.E. Thread, each.....	.30
No. 42F, Union Coupling, 5/16-inch Tubing, 1/2-20, S.A.E. Thread, each.....	.35
No. 42F, Union Coupling, 3/8-inch Tubing, 5/8-18, S.A.E. Thread, each.....	.40
No. 43F, Ball Check Valve, 1/4-inch Tubing, 7/16-20, S.A.E. Thread, each.....	.45
No. 43F, Ball Check Valve, 5/16-inch Tubing, 1/2-20, S.A.E. Thread, each.....	.50
No. 43F, Ball Check Valve, 3/8-inch Tubing, 5/8-18, S.A.E. Thread, each.....	.55



Nos. 46F and 47F,
Female Couplings



No. 48F, Half
Union Couplings



No. 49F,
Elbow

No. 46F, Coupling, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.40
No. 46F, Coupling, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.45
No. 46F, Coupling, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.50
No. 47F, Three-Way T, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.50
No. 47F, Three-Way T, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.55
No. 47F, Three-Way T, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.60
No. 48F, Half Union Coupling, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.30
No. 48F, Half Union Coupling, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.35
No. 48F, Half Union Coupling, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.40
No. 49F, Elbow, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.35
No. 49F, Elbow, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.40
No. 49F, Elbow, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.45
No. 50F, Elbow, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.35
No. 50F, Elbow, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.30
No. 50F, Elbow, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.45
No. 51F, Tee, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.35
No. 51F, Tee, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.45
No. 51F, Tee, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.50
No. 55F, Elbow, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.25
No. 55F, Elbow, 5/16-inch Tubing, 1/2-20, S.A.E. Thread, each.....	.30
No. 55F, Elbow, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.45

Imperial S. A. E. Tube Couplings



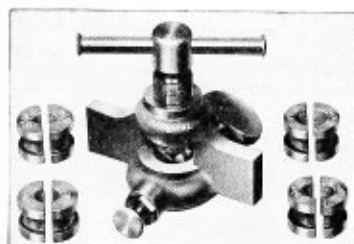
No. 44F, 3-Way Tee



No. 45F, 3-Way Tee
(I. P. T. on Side)

No. 44F, Three-Way T, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	\$0.50
No. 44F, Three-Way T, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.55
No. 44F, Three-Way T, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.60
No. 45F, Three-Way T, 1/4-inch Tubing, 7/16-20 S.A.E. Thread, each.....	.40
No. 45F, Three-Way T, 5/16-inch Tubing, 1/2-20 S.A.E. Thread, each.....	.55
No. 45F, Three-Way T, 3/8-inch Tubing, 5/8-18 S.A.E. Thread, each.....	.60

Imperial Flaring Tool For Flaring Copper Tubing



Here is a new tool for flaring copper tubing to make up S. A. E. joints that fills a long-felt want in automobile, truck and tractor shops, garages and service stations.

It quickly gives the proper flare and taper to tubing $\frac{1}{8}$, $\frac{1}{4}$, $\frac{3}{8}$ and $\frac{1}{2}$ -inch outside diameter without splitting it. It can be used to flare tubing already in place or it can be clamped in a vise in the shop.

Outfit comes in a neat substantial wood box with hinged cover.

No. 75F, Flaring Tool, complete.....\$12.00

Priming Cups

POLISHED
BRASS FINISH



Nos. 5-E and 6-E



Nos. 11-E and 12-E



Nos. 7-E and 8-E

No. 5-E Priming Cup, 1/8 in. I. P. T., Short Shank, each.....	\$0.35
No. 6-E Priming Cup, 1/4 in. I. P. T., Short Shank, each.....	.38
No. 7-E Priming Cup, 1/8 in. I. P. T., Long Shank, each.....	.38
No. 8-E Priming Cup, 1/4 in., I. P. T., Long Shank, each.....	.40
No. 11-E Priming Cup, 1/8 in. I. P. T., Angle Shank, each.....	.48
No. 12-E Priming Cup, 1/4 in. I. P. T., Angle Shank, each.....	.51



COUPLINGS AND PIPE FITTINGS—Continued

Shut-Off Cocks



Nos. 27-EF, 29-EF, 57-EF



Nos. 28-EF, 30-EF, 58-EF

BRIGHT DIPPED FINISH

No. 27-EF—Shut-Off Cock, 1-in. O. D. Tubing x 1-in. I. P. T., each.....	\$0.80
No. 28-EF—Shut-Off Cock, 1-in. O. D. Tubing x 1-in. I. P. T., each.....	.82
No. 29-EF—Shut-Off Cock, 5/16-in. O. D. Tubing x 1-in. I. P. T., each.....	.83
No. 30-EF—Shut-Off Cock, 5/16-in. O. D. Tubing x 1-in. I. P. T., each.....	.83
No. 57-EF—Shut-Off Cock, 1-in. O. D. Tubing x 1-in. I. P. T., each.....	.83
No. 58-EF—Shut-Off Cock, 1-in. O. D. Tubing, each.....	.83



No. 79-EF

No. 79-EF—Cock, 1-in. O. D. Tubing x 1-in. I. P. T., each.....	\$0.76
No. 80-EF—Cock, 5/16-in. O. D. Tubing x 1-in. I. P. T., each.....	.80
No. 80-S. A. E. Cock, 1-in. O. D. Tubing x 1-in. I. P. T., without nut.....	.71
No. 79-S. A. E. Cock, 5/16-in. O. D. Tubing x 1-in. I. P. T., without nut.....	.75

Three-Way Cocks



Nos. 60-EF and 61-EF

BRIGHT DIPPED FINISH

These Valves are designed for use on internal combustion engines using two fuels—ordinarily, gasoline for starting, and kerosene after the motor is sufficiently warmed up.

No. 60-EF—Three-way Cock, 1-in. O. D. Compression Couplings x 1-in. I. P. T., each.....	\$1.37
No. 61-EF—Three-way Cock, 5/16-in. O. D. Compression Couplings x 1-in. I. P. T., each.....	1.46



No. 111-EF



No. 112-EF

For use on internal combustion motors using two fuels.

111-EF—Three-way Cock, 5/16-in. O. D. Compression Couplings x 1-in. I. P. T., each.....	\$1.78
112-EF—Three-way Cock, 1-in. O. D. Compression Couplings x 1-in. I. P. T., each.....	1.98

Shut-Off Cocks



Nos. 27-S.A.E. to 57-S.A.E.

BRIGHT DIPPED FINISH, EXTRA HEAVY

IMPORTANT—The illustrations show cocks with S.A.E. nuts attached but all these cocks are regularly furnished without nuts. If nuts are desired be sure to specify "with nuts."

27-S.A.E. Cock, 1/4-in. O. D. tubing x 1/8-in. I. P. T., without nuts.....	\$0.90
28-S.A.E. Cock, 1/4-in. O. D. tubing x 1/4-in. I. P. T., without nuts.....	1.01
29-S.A.E. Cock, 5/16-in. O. D. tubing x 1/8 I. P. T., without nuts.....	1.02
30-S.A.E. Cock, 5/16-in. O. D. tubing x 1/4-in. I. P. T., without nuts.....	1.05
57-S.A.E. Cock, 3/8-in. O. D. tubing x 1/4-in. I. P. T., without nuts.....	1.13



Nos. 28-S.A.E. to 58-S.A.E.

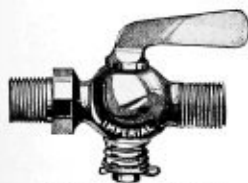
BRIGHT DIPPED FINISH, EXTRA HEAVY

28-S.A.E. Cock, 1/4-in. O. D. tubing, without nuts.....	\$1.02
30-S.A.E. Cock, 5/16-in. O. D. tubing without nuts.....	1.04
58-S.A.E. Cock, 3/8-in. O. D. tubing, without nuts.....	1.14



COUPLINGS AND PIPE FITTINGS—Continued

Shut-Off Cocks



No. 76-E and 77-E



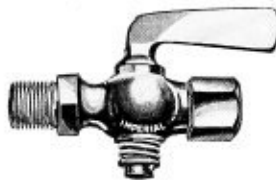
Nos. 31-E and 32-E

Polished Brass Finish

- | | | |
|----------|--|-------------|
| No. 76-E | Shut-off Cock, 1/2 in. I. P. T., double, male..... | Each \$0.54 |
| No. 31-E | Shut-off Cock, 1/2 in. I. P. T., female..... | .61 |
| No. 32-E | Shut-off Cock, 1/2 in. I. P. T., female..... | .67 |
| No. 77-E | Shut-off Cock, 1/2 in. I. P. T., double, male..... | 1.04 |



Nos. 48-E and 49-E



No. 75-EF

Polished Brass Finish

- | | | |
|----------|---|-------------|
| No. 48-E | Shut-off Cock, 1/2 in. I. P. T., male and female..... | Each \$0.61 |
| No. 49-E | Shut-off Cock, 1/2 in. I. P. T., male and female..... | .67 |

Drain Cocks



Nos. 41-E and 42-E

- | | | |
|----------|---|--------|
| No. 41-E | Drain Cock, 1/2 in. I. P. T., Bright Dipped Finish, each..... | \$0.29 |
| No. 42-E | Drain Cock, 1/2 in. I. P. T., Bright Dipped Finish, each..... | .35 |
| No. 43-E | Drain Cock, 3/8-in. I. P. T., Bright Dipped Finish, each..... | .40 |
| No. 44-E | Drain Cock, 1/2-in. I. P. T., Bright Dipped Finish, each..... | .50 |

No. 119-F. Priming Cup and Drain Cock Counter Display Assortment



The assortment contains:

- 7 No. 5-E Priming Cups, 1/2 in. I. P. T., Short Shank.
- 7 No. 7-E Priming Cups, 1/2 in. I. P. T., Long Shank.
- 7 No. 41-E Drain Cocks, 1/2 in. I. P. T.
- 5 No. 42-E Drain Cocks, 1/2 in. I. P. T.
- 7 No. 37-E Drain Cocks, 1/2 in. I. P. T.
- 4 No. 38-E Drain Cocks, 1/2 in. I. P. T.
- No. 119-F, Priming Cups and Drain Cock Assortment, each.....\$12.75

Handy Assortment of Imperial Compression Couplings



Size, 17 x 9 1/2 x 2 inches. Net weight, 5 1/2 lbs.

No. 110-F, Handy Assortment consists of 92 pieces. Compression Couplings, including Unions, Tees, Elbows, Bushings and Sleeves. Sizes in general use. Price...\$16.56

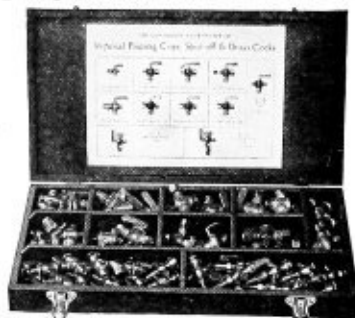
ASSORTMENT OF COMPRESSION COUPLINGS

No. 111-F, Handy Assortment similar to No. 110-F, but has 120 pieces. Price.....\$21.73

Imperial Priming Cups, Shut-Off & Drain Cocks

No. 112-F, Handy assortment consists of 57 pieces, Priming Cups, Shut-Off Cocks and Drain Cocks. Selection made to meet every-day requirements of the trade.

Price.....\$40.65



Size 17 x 9 1/2 x 2 inches—Net weight, 11 1/2 lbs.

Handy Assortment of S. A. E. Tube Couplings



Contains a total of 120 fittings in box 17x9x2 1/2 in., with a space for the Imperial No. 75F Flaring Tool, wt. 7 1/2 lbs.

No. 115-F, S.A.E. Assortment, complete.....\$16.68

"All Purpose" Assortment

The "All - Purpose" Assortment is made up of Compression Couplings, Pipe Fittings, Priming Cup, Shut-Off and Drain Cocks. Weight, 8 1/2 lbs.

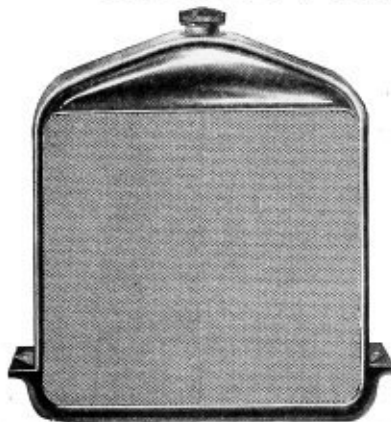
No. 116-F complete...\$29.64





RADIATORS AND SUNDRIES

GIBSON RADIATORS FOR FORDS



From first impression on through the completion of rigid tests in service, dealers and car owners everywhere express their approval of Gibson Radiators for Ford cars. These radiators are made for us by one of the best known manufacturers of radiators in the country. The core is the same as is used in many of the high grade cars.

Gibson Radiators excel because of their unusually high quality, honey-comb construction making them 30% more efficient than the tubular type. The water passages are so much larger, that the radiators have 36% more water capacity and more than double the cooling capacity.

A Gibson Radiator has a sturdy steel-shell finished in black enamel. The tanks, top and bottom are of drawn brass and not sheet iron. The side braces are of heavy gauge steel, welded to the top and bottom support, forming a rigid carriage. Has a bar support extending across the bottom of the tank also forming side brackets.

Fits all Ford Cars and trucks from 1917-1922 inclusive. Packed in individual boxes. Unsurpassed for quality, appearance and service.

No. G881, Each \$20.00

Can also supply, at same price, these radiators for models prior to 1917. Specify which type is desired.

"X" Radiator Cement



"X" Radiator Liquid repairs and makes leaky radiators leakproof, rust-proof and scaleproof. Contains no cement, powder, shellac, glue, meal or other injurious material. It is positively not a cement to clog radiator pump or valves and ruin the cooling system. Prevents rust and scale. Is only process known that permanently repairs cracked water jackets without welding. When poured into radiator it automatically repairs all leaks, tones up the entire cooling system of car and saves oil.

Per pint \$1.50

Per half-pint75

Assortment consisting of twelve 75-cent cans and six \$1.50 cans. \$18.00

Warner's Liquid Solder



YOU do not have to have the radiator removed and be dependent of your car while an expensive welding job is being done.

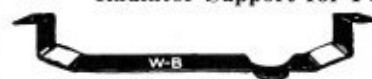
Stops leaks in radiators, pump and hose connections, gaskets and water jackets. Will not offset the circulation nor clog radiators. Not affected by alcohol or any non-freezing compounds.

When used in new radiators this liquid will prevent rust and scale, and will prolong the life of the radiator. One can contains enough liquid for two jobs or radiators.

No. G887, 16 ounce size \$1.00

No. G888, 10 ounce size for Fords75

Radiator Support for Ford Cars



Weight 1 lb. each, 12 to bundle

ator to sag. When this occurs, the tubes separate—necessitating repairs.

Made of stamped steel, black enameled, and provided with felt supporting rests.

No. G292, each \$0.75

Engine and Radiator Heater

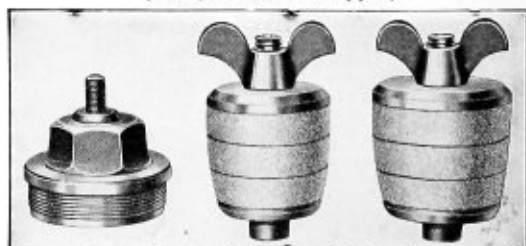


Will keep automobile engine and water warm in coldest weather—thin oval shape. Draws 2 amperes. Comes complete with 10

feet of cord and attachment plug ready for use on 110 volt either direct or alternating current.

No. 2100, complete \$5.00

Radiator Test Plugs (Inlet, Outlet and Upper)



Constructed to move on an eccentric. Made of hardened steel and best grade of soft rubber, guaranteed to make a tight fit.

No. M-33, per set of 3 \$5.00

No. M-33B, Inlet, each 2.25

No. M-33C, Outlet, each 2.25

No. M-33A, Upper, each 2.25



RADIATOR HOSE

Gibson Radiator Hose



Made of the best materials and is particularly constructed to withstand for the longest possible period the action of anti-freezing solutions, oil, heat and water at any temperature to which hose can be subjected. Sold in 3-foot lengths only. Six lengths of one size to a box.

	Per foot	Per box of 63-ft. lengths
3/4 in. 3-ply, outside diameter, 1 1/16.....	\$0.28	\$4.30
1 in. 3-ply, outside diameter, 1 3/8.....	.36	5.40
1 1/8 in. 3-ply, outside diameter, 1 1/2.....	.38	5.75
1 1/4 in. 3-ply, outside diameter, 1 3/4.....	.40	6.10
1 3/8 in. 3-ply, outside diameter, 1 7/8.....	.48	7.20
1 1/2 in. 3-ply, outside diameter, 2.....	.54	8.30
2 in. 3-ply, outside diameter, 2 7/16.....	.62	9.70
2 1/4 in. 3-ply, outside diameter, 2 1/2.....	.68	10.45
2 1/2 in. 3-ply, outside diameter, 2 15/16.....	.72	10.80
2 3/4 in. 3-ply, outside diameter, 3.....	.80	12.25
3 in. 3-ply, outside diameter, 3 1/4.....	.86	13.30

SPECIAL SERVICE STOCK

Dealers will find it profitable to purchase our Gibson Service Stock of Radiator Hose. It consists of one box of six 3-foot pieces of each of the following sizes: 1, 1 1/8, 1 1/4, 1 3/8, 2, 2 1/4, 2 1/2. These seven quick selling sizes will take care of most of the popular cars. For example we list the sizes below and give some of the cars they fit.

- 1" Oakland, Paige, Reo and six other cars.
- 1 1/8" Buick, Cadillac, Chevrolet, Dodge, Oakland, Oldsmobile and 54 other cars.
- 1 1/4" Buick, Chandler, Dodge, Hudson, Studebaker and 47 other cars.
- 1 3/8" Chevrolet, Overland, Ford and 20 other cars.
- 2" Ford, Studebaker, Mitchell, Republic Truck and 22 other cars.
- 2 1/4" Dord, Essex, Hupmobile, Maxwell, Overland and 14 other cars.
- 2 1/2" Chalmers, Essex and 4 other cars.

Order this assortment today. Six three-foot lengths of a size. Seven sizes. Only.....\$36.90

Gibson Radiator Hose for Fords

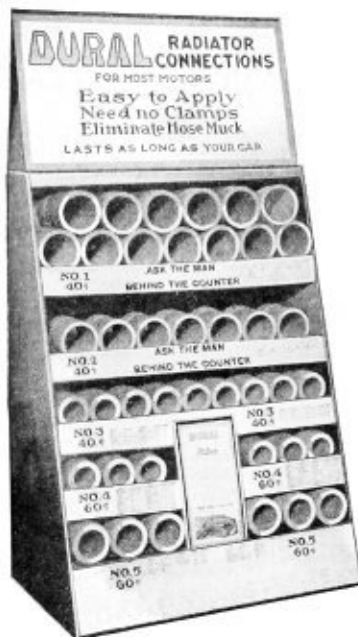


Gibson Radiator Hose Connections for Fords are cut to correct lengths. Inlet connections are 1 1/2 x 2 1/2 inches and Outlet Connections are 2 x 4 inches. Packed 72 connections of a size to a shipping carton.

G893, Inlet Hose, 1 1/2"x2 1/2".....	\$1.80
G894, Outlet Hose, 2"x4".....	2.65

Per doz.

Dural Radiator Connections



Size 30 x 17 inches

Counter Display and Stock Container of DURAL RADIATOR CONNECTIONS

Dural Hose Connections offer a profitable, quick turn-over item for your stock. Repairmen will prefer them because they are so quickly attached. So inaccessible and difficult are some lower connections to get at that it frequently takes an hour to attach clamped connections. Car owners will recognize the economy involved. They require no effort to sell as their utility and merit are obvious. Occupy little space, move quickly and afford a liberal definite profit. Packed in smart cartons, car make plainly marked, one dozen to carton. Instead of a dealer having to cut down to size, he simply hands a Dural across the counter.

The 14 advantages in brief are:

1. No hunting, measuring, cutting and haphazard pricing. Five types fit 75% of the cars on the road.
2. Standard resale prices (2 groups only):
Small (Types 1, 2 and 3).....40c each
Large (4 and 5).....60c each
3. You make a definite profit.
4. The only radiator hose that is nationally advertised and distributed through recognized jobber channels.
5. "Hose Muck" and separation are eliminated.
6. Unaffected by boiling water or anti-freeze solutions.
7. Resist action of grease and oil to a remarkable degree.
8. Will outwear 3 or 4 duck inserted connections, thus paying for itself not only in money but in time and labor lost in replacing.
9. Applied without loosening radiator.
10. No clamps or other attachments are necessary. DURAL RADIATOR CONNECTIONS will withstand vibration because of the thick molded lips.
11. Will not rip or tear if accidentally cut.
12. Guaranteed absolutely for one year; if not abused will last as long as the car.
13. Extra pieces can be carried as a spare repair part and applied with ease at the roadside.
14. You must keep a complete stock of all 5 types in order to make sales. No one will wait until you order from your source of supply.

Made in Five Sizes

Type 1 2" x 4 1/2"	40c
Type 2 1 1/2" x 3"	
Type 3 1 1/4" x 4 1/2"	
Type 4 1 1/2" x 7 1/2"	60c
Type 5 1 1/4" x 7 1/2"	

Counter Display Contains

12 Type No. 1 at 40c.
12 Type No. 2 at 40c.
9 Type No. 3 at 40c.
6 Type No. 4 at 60c.
6 Type No. 5 at 60c.

List Price, Complete, \$20.50



HOSE

Water-Tite Hose for Fords



No hose clamps required.
Guaranteed to give 12 months service.
Resists all radiator solutions.
Absolutely watertight.

Water-Tite Hose contains no fabric. Its inside diameter is smaller than the radiator stub, which makes it stretch on. Has thick red rubber walls.

No. G686, small size, each\$0.35
No. G687, large size, each50

Losant Air Hose



Built on entirely different lines from other grades in common use. Heavy duck is used in its construction with high-grade inner tube and extra heavy cover stock. It is especially recommended for public service stations. Size: $\frac{1}{2}$ -in. inside; $\frac{3}{4}$ -in. outside diameter.

Per foot\$0.50
Sold in 25 or 50-foot lengths only

Conqueror Air Hose



The service on air line hose is naturally hard, therefore this hose is made on the principle of "Not How Cheap, but How Good." The tube and cover are made from the highest grade materials known to the rubber trade and the plies of fabric are practically inseparable. In a word, the hose is of such high grade that it will withstand not only exposure and hard service, but will show excellent lasting qualities even when abused. It is guaranteed to stand 700 pounds pressure.

$\frac{1}{4}$ -inch, per foot\$0.35
 $\frac{1}{2}$ -inch, per foot40

Furnished in any length.

"Airflate" Hose



A metal hose for inflating tires. Made of metal on the inside and is encased in metal with a special prepared elastic composition and woven jacket between. The inner metal prevents hose from collapsing or kinking. Equipped with I. P. union and automatic air chuck.

No. G-772, 25 foot length, complete\$13.00

No. G-773, 50 foot length, complete23.00

Armored High Pressure Pump Tubing



For garage use; furnished only in 25-ft. lengths.

$\frac{1}{4}$ -in., $\frac{1}{4}$ -in. outside diameter\$5.00
 $\frac{1}{2}$ -in., $\frac{1}{2}$ -in. outside diameter5.50

Braided Cloth Covered Pump Tubing



The braided cover makes this a very serviceable article and very satisfactory under high pressure.

$\frac{1}{4}$ -in., per foot\$0.08
 $\frac{1}{2}$ -in., per foot10

Pump Tubing

$\frac{1}{4}$ -in., per foot\$0.14
 $\frac{1}{2}$ -in., per foot15
 $\frac{3}{4}$ -in., extra quality for high pressure, per foot... 18

Metal Core Gasoline Hose



For measuring pumps; the best hose made. Its basis is a lining of very flexible, smooth-bore metal tubing, especially constructed to resist gasoline under pressure. This lining keeps the gasoline from coming in contact with the rubber tube that is vulcanized over it, and a heavy, woven cotton cover over the rubber protects it on the outside. Each length furnished complete with couplings.

Each
No. G-323, Metal Core Gasoline Hose, 8 ft. $\frac{1}{2}$ -inch\$10.00
No. G-324, Metal Core Gasoline Hose, 10 ft. $\frac{1}{2}$ -inch12.00
No. G-325, Metal Core Gasoline Hose, 12 ft. $\frac{1}{2}$ -inch14.00
No. G-326, Metal Core Gasoline Hose, 10 ft. 1-inch15.00
No. G-327, Metal Core Gasoline Hose, 12 ft. 1-inch17.40
No. G-741, Metal Core Gasoline Hose, 10 ft. $\frac{1}{2}$ -inch22.50
No. G-742, Metal Core Gasoline Hose, 12 ft. $\frac{1}{2}$ -inch26.10

Nozzles

Anti-Grip Nozzle for Gas Hose

No.	Size	Each
G889	3"	\$7.50
	1"	9.75
	1 1/2"	11.25

Open End Nozzle—Self Drained

No.	Size	Each
G890	3"	\$2.50
	1"	3.00
	1 1/2"	3.40



Anti-Drip Nozzle



Open End Nozzle



HOSE AND HOSE CLAMPS

Wash Rack Hose



Thicker in construction than any other wash rack hose, but lighter in gravity.
Absolutely impossible to kink.
Can be run over innumerable times without breaking fabric construction.

Cover permanently oil or grease-proof.
Can be used with cold water or steam.
Guaranteed for one year's continuous use.
Packed in 25-foot rolls, standard size $\frac{1}{2}$ -inch, equipped regularly with extra heavy standard brass couplings.
Per 25-foot length.....\$0.75

Water Hose



Supplied in any length desired with couplings.
Size $\frac{1}{2}$ -inch, per foot.....\$0.30

Hose Clamps



No.	Inside Diameter	Price, Each	No.	Inside Diameter	Price, Each
102	$\frac{1}{8}$	\$0.05	113	$1\frac{1}{4}$	\$0.10
103	$\frac{1}{4}$	.05	114	$1\frac{1}{2}$	.10
104	$\frac{3}{8}$	.05	115	$1\frac{3}{4}$	.15
105	$\frac{1}{2}$	.05	116	2	.15
106	$\frac{5}{8}$	.05	117	2	.15
107	$\frac{3}{4}$	.05	118	2	.15
108	$\frac{7}{8}$	.10	119	2	.15
109	$1\frac{1}{8}$	.10	120	2	.15
110	$1\frac{1}{4}$	.10	121	2	.15
111	$1\frac{1}{2}$	.10	122	2	.15
112	$1\frac{3}{4}$	.10	124	3	.15

Assorted Thompson Clamps

No. 700 assortment consists of 100 clamps, 18 different sizes, variety sufficient to cover all needs, per box.....\$10.00
No. 600 assortment, Ford sizes only, 100 in box per box.....8.00



Hose Bands

The first three numbers of Hose Bands listed below are brass and are used for attaching pump connections to hose. The larger sizes are steel, rust proof finish, and for use with steam, air or water hose.

Each size below stated is inside diameter.

No. 1, $\frac{1}{8}$ in., each...	\$0.05	No. 8, $1\frac{1}{2}$ in., each...	\$0.05
No. 2, $\frac{1}{4}$ in., each...	.05	No. 9, $1\frac{3}{4}$ in., each...	.05
No. 3, $\frac{3}{8}$ in., each...	.05	No. 10, $1\frac{1}{2}$ in., each...	.10
No. 3 $\frac{1}{2}$, $\frac{7}{8}$ in., each...	.05	No. 11, $1\frac{1}{2}$ in., each...	.10
No. 4, $\frac{1}{2}$ in., each...	.05	No. 12, 2 in., each...	.15
No. 5, $\frac{3}{4}$ in., each...	.05	No. 13, $2\frac{1}{4}$ in., each...	.15
No. 6, $\frac{1}{2}$ in., each...	.05	No. 14, $2\frac{1}{2}$ in., each...	.15
No. 7, 1 in., each...	.05	No. 15, 3 in., each...	.20

Otis 4-in-1 Hose Clamp

The Otis is a double band clamp, extra strong, made of galvanized strip steel, and is perfectly smooth on the inside. It has a range of adjustment of four sizes. Adjustment accomplished by means of a sliding rack which has a double catch, making it impossible to tear out. No. 61T4 Ford size fits either upper or lower hose connection. Three sizes, namely, 61T2, 61T4 and 61T6, will fit the hose on 90% of cars in use.



No.	Sizes Inside Diameter of Clamps	Each Galvanized
1	1 1/2 to 1 3/4	\$10.00
2	1 3/4 to 2	10.00
3	2 to 2 1/4	10.00
4	2 1/4 to 2 3/4	10.00
5	2 3/4 to 3	10.00
6	3 to 3 1/4	12.00
7	3 1/4 to 3 3/4	12.00
8	3 3/4 to 4	12.00
9	4 to 4 1/4	12.00
10	4 1/4 to 4 3/4	15.00

Pure Gum Rubber Generator Tubing



I. D. $\frac{3}{8}$ x $\frac{1}{8}$ wall, per foot	\$0.10
I. D. $\frac{1}{2}$ x $\frac{1}{8}$ wall, per foot .....	.12
I. D. $\frac{3}{4}$ x $\frac{1}{8}$ wall, per foot .....	.16
I. D. $\frac{1}{2}$ x $\frac{1}{4}$ wall, per foot .....	.17
I. D. $\frac{3}{4}$ x $\frac{1}{4}$ wall, per foot .....	.18

All sizes are packed 24 feet in box.

Dealers will find it most profitable to push Gibson Spark Plugs, Gibson Storage Batteries, Gibson Brake Lining, Gibson Tires and Tubes. Our discounts are very attractive. Write for full information.



BRUSHES

Wash Aprons



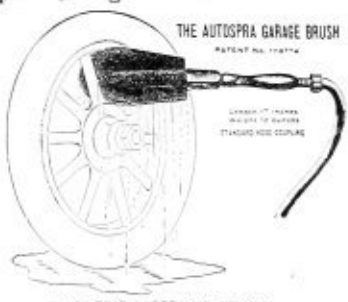
Made of heavy drill with both sides frictional and one side surface coated. Edges turned with 4 rings in stays. Size 36x46 inches. Large enough to afford full protection to person washing car, yet at the same time, cut so apron is never cumbersome.

No. 5, each\$3.00

Autospra Garage Brush

The ideal auto washer. Easy to use. Gets at the "hard to reach" places. Quickly attached to any standard hose coupling. Simple, compact, strong, durable. No loose movable parts. No set screws. The long handle gives plenty of reach. Autospra is fully protected by U. S. patent. Equipped with the Hunter spray. Will not scratch.

No. G566, each\$2.75



SAVES TIME, LABOR AND EXPENSE.

Spoke and Hub Cleaning Brushes



These brushes have been found very serviceable for cleaning the hubs of automobile wheels, washing between the spokes and for general all around cleaning and scrubbing. The cleaning side of the brush contains one row of fibre 1 1/4 inches long, while the washing side contains two rows of fibre 2 1/4 inches long and is more heavily filled. Selected black fibre, length of brush part, 8 inches; length over all, 24 inches.

No. 376, each\$1.00

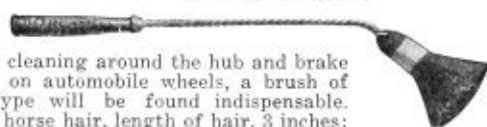
Wheel Cleaning Brushes



This brush is made of a good quality of black bristle and is especially designed for cleaning and dusting the spokes of automobiles, etc. This is the only type of brush which will satisfactorily clean between the spokes of wire wheels. Black China bristle, brush part 2 1/2 inches in diameter at large end, 1 inch diameter at small end; length over all, 18 inches.

No. 717, each\$1.00

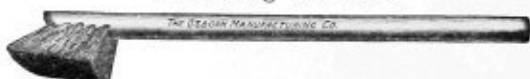
Wire Wheel Hub Brushes



For cleaning around the hub and brake bands on automobile wheels, a brush of this type will be found indispensable. Black horse hair, length of hair, 3 inches; diameter of brush part, 1 inch; length of handle, 14 inches; black enameled wood handle.

No. 716, each\$1.50

Scrubbing Brushes



While especially adapted for removing dirt and mud from underneath mud guards or fenders of the automobile, these brushes will be found suitable for various kinds of heavy scrubbing around the car. Stiff Palm-etto Fibre, brush part 4x5 inches; length of handle, 20 inches; length over all, 24 inches.

No. 417, each\$1.00

Engine Cleaning Brushes



These brushes are especially adapted for cleaning out feed pipes and parts of automobile engines which are difficult to reach with other styles of brushes.

Extra stiff gray hair, 2 1/2 inches in diameter, length of brush part 5 1/2 inches, length over all 16 inches, made with a flexible twisted wire handle.

No. 718, each\$0.25

Cleaning Brushes



Shoe Handles (Solid Blocks)

The shape and size of these brushes are such as to make them particularly suited for removing grease, etc., from around the engine and other working parts of a car. Made in 2 rows, length of wire 1 1/2 inches, block 3/4 inch wide, length of brush part 5 1/2 inches, length over all 10 inches.

No. 1784, each\$0.60

Casting Brushes

These brushes will be found useful in refinishing a car, for removing the old paint and varnish. Made in 9x21 rows, length of wire 1 1/2 inches, block 7x3 inches.



No. 1779, each\$1.40

All of above brushes packed one dozen in a carton.

Fine Steel Wire Cleaning Brushes

Hand Tire Roughing Brushes

Made of tempered round steel wire with iron handle and ferrule, and is practically indestructible. This is a handy little brush for the tool kit. While it is especially adapted for roughing tires preparatory to vulcanizing or patching, it will be found useful around automobiles for many other purposes.

Tempered round steel wire, length of brush part, 2 inches; length over all, 6 inches.

No. 90, each\$0.40





CLEANING MATERIALS

Shino Mitten Duster



The Shino Mitten Duster is made of heavy yarn chemically prepared to absorb the dust and polish at the same time, and can be used on the most highly finished surface without danger of scratching or marring.

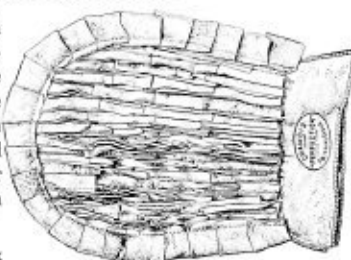
It is not oily or greasy and leaves a bright, dry polish. It retains its dust-absorbing properties until worn out, and may be washed when dirty.

A few minutes with the Shino Mitten Duster on the dusty car will save a good many dollars by reducing the number of times the car will have to be washed.

No. G567, each\$0.50

Chamois Mittens

Made of high grade pieces of chamois. Fits over the hand and enables one to polish car with ease. May be washed in soap and water and will not stretch or lose shape.



No. 1, each\$1.25

Chamois Skins

Perfect skins, flawless in finish and tanning.



Perfect skins, flawless in finish and tanning.

No. 3, Size 10x15 inches, each\$0.30

No. 6, Size 13x20 inches, each60

No. TD, Size 16x26 inches, each 1.15

No. E, Size 25x30 inches, each 1.80

No. TAAA, Size 26x 38 inches, each 2.50

The O. K. Wiper



Made from Salvaged Underwear

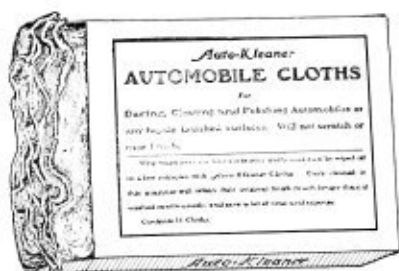
Tied in Rolls like this. Average 3 lbs. each

Handy to give out. Assorted weights of material in each bundle. O. K. for wiping machinery, motors or generators, polishing automobiles, furniture or metal. Salvaged Underwear, washed and sterilized, per lb. \$0.36

Sanitary Wipers

Snow White Wiping Rags, per lb.\$0.30
Cheese-Cloth Wiping Rags, per lb. 1.25

Auto-Kleaner Cloths



Auto-Kleaner Cloths will remove all dust without scratching and save time and preserve the finish.

Put up in attractive boxes containing 3 cloths to sell at—

Per Box\$0.30

Klean-Kquality-Kloths

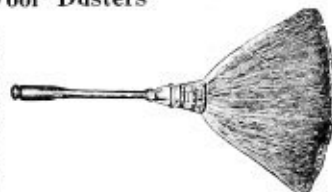


Klean - Kquality Kloths are especially knitted and guaranteed not to scratch or lint. Do not confuse them with the ordinary cheese cloth or polishing cloth. They are packed two in an envelope.

No. G895, a package of two.\$0.25

Wool Dusters

Made of strong staple imported wool only, well filled and full length. Dyed in fast bright colors. Handles are hardwood, enameled a hard, bright color.



No. 2— 8-inch, each\$1.00

No. 6—10-inch, each 2.00

"Royal Blue" Wool Dusters



There is a strong demand for a wool duster for use on cars, stronger and heavier than the common wool dusters. "Royal Blues" are made to supply this demand. A "Royal Blue" will

outwear two ordinary wool dusters because they are well filled with strong staple wool, which is held in place by reinforced cuffs. The head into which the handle screws has an unbreakable metal base. The handles are hardwood "rubberoid" finish, and the threads guarantee not to strip.

No. A, each\$1.75

No. B, each 2.00

No. C, each 2.50



CLEANING MATERIALS—Continued

Cotton Waste



Red Roll Auto Waste, a specially selected long fiber clean cotton waste in pound packages.

Each\$0.40

White Waste (In Bulk)

100-pound bales, per pound\$0.30

50-pound bales, per pound32

Sleeve Protectors



absolutely keep out the dust and dirt. Every motor car owner should have a pair. Rubber finished cloth. No. 436, per pair.....\$0.90

These sleeve and cuff protectors afford great protection when washing or working around the car. They are held securely to the wrist by a strap and snap button. Will

Floor Brush



The stiff Palmetto fiber of which this floor brush is made is stapled into a solid hardwood block, making it impervious to water, oil or grease. Will give better service and outwear three ordinary corn brooms. Specially adapted to concrete floors. The logical brush for garage floors.

No. 998, width 18 inches, each.....\$2.25

Buckeye Cleanser

It only takes one application of the wrong kind of soap to send a car on a premature visit to the paint shop. And premature visits come high.

It takes about fifteen coats of paint and days of hard work to build up the high polish on an auto body. Common soap will eat those fifteen coats off in one bite. What is needed is a special soap—one made expressly for washing painted and polished surfaces—one that will prolong the life of the finish instead of shorten it.



1½-pound can, each.....\$0.40
5-pound pail, each..... 1.25
10-pound pail, each..... 2.50
25-pound pail, each..... 4.75
Kegs, per pound..... .20
Half-barrels, per pound..... .18
Barrels, per pound..... .18

"Peerless" Sheepwool Sponges

Wherever heavy sponge-work is involved—in garage, factory, on shipboard—the Rock Island Sheepswool form gives longest life and most efficient service. Rhodes' Peerless Brand Automobile Sponges are the best of the best—expertly selected, doubly inspected, every one guaranteed and tagged with the retail price. In this line the dealer has a sponge he can back without reserve—a sponge his best trade will find unmatched in fitness and durability. Customers remember and re-order the Peerless.



No. Z150, packed 6 in case, price, each.....\$1.50
No. Z200, packed 6 in case, price, each..... 2.00

"Reliance" Sheepswol Sponges



"Reliance" Sponges are of the same best quality Rock Island Sheepswol as the "Peerless," but are cuts, not forms. They are splendid sponges for durability and long service, and trade-winners for automobile washing, in factories, office buildings, on shipboard—wherever the work demands a sponge that carries plenty of water and withstands the hardest wear.

No. N75, packed 25 in case, price, each.....\$0.75
No. N125, packed 12 in case, price, each..... 1.25

"Velvet" Sponges

The Velvet is, next to the Sheepswol, the best grade of sponge produced. It is recommended as a good medium-priced sponge for washing automobiles, windows, woodwork, etc. Although not as durable as Sheepswol, it wears well, and is soft, and absorbs water readily. We recommend this line very highly.



No. V35, packed 18 in case, price, each.....\$0.35
No. V50, packed 6 in case, price, each..... .50



POLISH

"Simoniz" Cleaner and Polish



Simoniz Kleener cleans and removes all blemishes, mud stains, rain spots, etc. It prepares finish for Simoniz which should follow.

Simoniz provides a durable dry velvet-like veneer or coating that protects finish from rain and other destructive elements.

No. G832, per can.....\$0.60
No. G891, per can.....\$0.60

A Product of the
H.F. EASEL'S LABORATORY

High Luster Finish

Preserves and protects the original finish. Its ingredients are absolutely harmless to any highly varnished or enameled surface.

No. 3, 1-pt. size, each.....\$0.50
No. 2, 1-pt. size, each.....1.00
No. 1, 1-qt. size, each.....1.50



Golden Star Body Polish

This is a heavy polish, especially adapted for use on articles exposed to the weather. It is not a varnish, but a cleaner and renewer of the original finish. Contains no acid, alkali or grit, which destroys the finish. Does not gum, stick or leave a greasy surface to catch dust and soil the clothing. Leaves the surface perfectly dry. Preserves the luster and prevents checking.

1/2 pint, each.....\$0.25
1/4 pint, each......50
1 pint, each......75
Quart, each.....1.00
1/2 gal., each.....1.80
Gallon, each.....3.00



Whiz Hand Soap

Used by painters, printers, machinists, engineers, chauffeurs, mechanics, and all those whose work causes soiling of the hands.

1-pound cans, each.....\$0.15



Blue Ribbon Metal Polish

For Brass Only

A lasting shine in every drop. The quick action of Blue Ribbon Metal Polish attracts immediate attention. Its economy in use and absolute freedom from injurious ingredients secures permanent friends.

No. 6531—1/2 pint, each.....\$0.35
No. 6532—1 pint, each......55
No. 6533—1 quart, each......90
No. 6534—1/2 gallon, each.....1.35
No. 6535—1 gallon, each.....2.25

Cases Blue Ribbon Polish Contain:

3 Dozen 1/2 Pints
2 Dozen 1 Pints
2 Dozen Quarts

1 Dozen 1/2 Gallons
1 Dozen Gallons



Blue Ribbon Nickel Polish

For Nickel Only

The ordinary metal polish manufacturer is experimenting on a new nickel polish, while we are giving you a Quil-ity Nickel Polish which has already Stood the Test.

No. 6536—1/2-pint cans, each...\$0.35
No. 6537—1-pint cans, each.... .55
No. 6538—1-quart cans, each.... .90
No. 6539—1/2-gallon cans, each.. 1.35
No. 6540—1-gallon cans, each.. 2.25



Blue Ribbon Auto Body Gloss and Furniture Polish

Is not an ordinary lacquer or veneer which simply produces an artificial luster and lasts scarcely longer than the time used in applying it.

No. 6541—6 ounces, each...\$0.35
No. 6542—1 pint, each......85
No. 6543—1 quart, each.....1.40
No. 6544—1/2 gallon, each.....2.25
No. 6545—1 gallon, each.....3.75



Spee-Dee

Spee-Dee Cleanser for cleaning grimy dirty hands. Does not injure the skin. Invaluable for use in garage or shop. Used without water. Every automobile owner should carry a can of Spee-Dee. May also be used for removing spots from clothing or for household purposes.

27-ounce can, each.....\$0.30



Three-In-One Oil

Small bottle.....\$0.15
Large bottle......30
Handy Can size......30



FINISHING MATERIALS

Peerless Leather Top Dressing

An oil preparation to help used tops of leather, rubber and pantafoote, and their imitations, keeping them soft and pliable. Renews the rich black finish. Dries over night.

About one quart for top of five-passenger car.

1-Gallon can	\$5.50
1-Quart can	1.50
1-Pint can	.80



Peerless Ford Top Dressing



An especially prepared dressing for Ford top material, making a rich, black gloss finish, so that an old top would look like new. Wears a long while.

About one pint for runabout; one quart for touring car.

1-Gallon can	\$5.50
1-Quart can	1.50
1-Pint can	.80

Peerless Lining Dye

A black, non-fading dye, which makes a uniformly colored lining of grease-spotted and water-stained top linings. The color is fast and will not wash, fade or rub off. Dries in two hours.

About one quart for inside of top of five-passenger car.

1-Gallon can	\$5.50
1-Quart can	1.50
1-Pint can	.80



Peerless Cushion Dressing



A dressing that renews the finish of leather seat cushions and dries in thirty minutes without danger of washing or rubbing on light clothes. Does not crack, chip or peel, and can be used on the finest work.

About a pint for small car; a quart for large car.

1-Quart can	\$1.50
1-Pint Can	.80

Peerless Anti-Rust Rim Paint

A coating that dries hard, and does not remain sticky, for automobile rims to keep the tires from sticking to the rims and the rims from rusting. Not affected by water and does not chip or peel.

About one pint for a small car.

1-Quart can	\$1.50
1-Pint Can	.80



Peerless Mohair Top Dressing

The original Mohair Top Dressing that dresses and waterproofs mohair, ducks and canvas tops and curtains. Renews old mohair with a fine silky finish, cementing the layers of cloth together, and leaving the top soft and pliable. Dries over night.

About one quart for top of five-passenger car.

1-Gallon can	\$5.50
1-Quart can	1.50
1-Pint can	.80



Peerless Cylinder Enamel—Black



A high-grade, rich, black, air-drying gloss enamel finish for cylinders, metal rods, and all engine parts; used to keep the parts free from rust; the finish is not injured by heat of engine, oil or gasoline. Air drying over night.

About one pint for four-cylinder car.

1-Quart can	\$1.50
1-Pint can	.80

Peerless Cylinder Enamel—Gray

A high-grade, gloss, gray, air-drying enamel finish for cylinders, metal rods, and all engine parts. Keeps these parts free from rust, and the finish is not affected by heat, oil or gasoline. Air dries over night.

About a pint for four-cylinder car.

1-Quart can	\$1.65
1-Pint can	.90



Peerless Jet Black Fender Japan



An especially heavy-bodied, air-drying black enamel for fenders, hoods, and large surfaces of automobiles. One coat covers solid, giving a rich gloss finish, with full luster; air drying in twenty-four to thirty-six hours.

About one pint for fenders of five-passenger car.

1-Gallon can	\$5.50
1-Quart can	1.65
1-Pint can	.90

Peerless Tire Paint

A water-proof coating for tires to protect the rubber from exposure to the air. Saves the rubber from deterioration. Keeps the tires looking new. May be used on rubber mats as well as for casings. Contains nothing injurious to the rubber. Dries in thirty minutes.

1-Quart can	\$1.65
1-Pint can	.90





FINISHING MATERIALS—Continued

Peerless Touch-Up Black

The name tells its use; made to dry quick for touching up all parts of automobiles, on wood or metal, where the paint has chipped off or where you desire to coat some special part to improve its looks and as a protector from rust.

1-Gallon can	\$5.50
1-Quart can	1.50
1-Pint can .....	.80
1/2-Pint can .....	.45



Peerless Mirroroid



A varnish renewer—not a polish, to be applied with a soft brush, or if necessary a cloth. Used on all varnished surfaces that are in good condition where the luster has died out but the color and undercoats are in good condition. Leaves a rich luster like a new varnished surface, drying over night.

About a pint to a quart for an automobile.

1-Quart can	\$1.50
1-Pint can .....	.80

Union Battery Box Black

An air drying and acid resisting paint that protects battery boxes, cases and racks from contact with acid or fumes. Quick drying and covers solidly in one coat.

No. G696, per gallon	\$3.75
No. G697, per quart	1.00
No. G698, per pint .....	.60



Peerless Color Finishing Varnishes



The idea of an owner wanting to paint the body, wheels or chassis of his automobile his favorite color is now realized by the use of these products. The work can be done at home. The goods will cover solid with one coat and dry satisfactory over night. Very durable products. Made in these colors:

Straw
Yellow
Red

Royal Auto Blue
Gray

Brewster Green
Black
White

1-Pint can	\$1.15
1-Quart can	2.15



Gibson Gasket Shellac

Two ounce bottles of Gibson Gasket Shellac are popular with dealers, garage-men and car owners. Made of high-grade shellac compound with unusual adhesive power. Bottle contains enough shellac for several average gaskets.

No. G-833, 2-oz. bottle, per doz. \$1.80

Peerless Gasket Shellac

Do not confuse this with an Orange Shellac, as this product is made especially for its purpose.

1/2-pint Can, each .....	.40
1-pint Can, each .....	.75
1-quart Can, each	1.35
1-gallon Can, each	2.60
1-gallon Can, each	5.00



Assortment of Peerless Color Finishings



Consists of one pint can and one quart can each of the eight colors specified bottom preceding column. In all, 16 cans. Packed with advertising in one case complete.

No. G564, Assortment, each

Assortment of Peerless Color Finishings



Consists of three pint cans and three quart cans each of the eight colors specified above. In all, 48 cans. Packed with advertising in one case complete.

No. G565, Assortment, each



SE-MENT-OL

Finds the leak and fixes it.



Standard Size
75c



Ford Size
50c



NORWESCO CHEMICALS

SE-MENT-OL LIQUID

Finds the leak and fixes it.



Ford Size
50c



Standard Size
75c

Poured into the radiator, a single application of SE-MENT-OL will repair one or a dozen leaks, whether in radiator, water jacket, pump, or hose connections. Demand SE-MENT-OL, the first, the best, the scientific chemical designed to do one thing and do it better at less cost. You get the most value out of the sale of SE-MENT-OL because your customers can rely on its doing the work they bought it for.



SKALEX

Radiator Cleaner

Prevents overheating of Engine

Prevents overheating. Dissolves and removes all rust and sediment. Has no caustic action and is positively harmless.

12 cans packed in a carton, weight 14 lbs.
Retail price 14 oz. can \$.75
Per carton 9.00



NORWESCO

Rim and Gasket Shellac

A specially prepared Shellac for cementing bicycle tires and gasket joints. A size for every use.

Cans and bottles come packed 12 to carton, with the exception

of gallons, which are packed 6 to carton.
2 oz. swab bot. \$.15 Carton \$1.80 Wt. 5 lbs.
4 oz. swab bot. .30 Carton 3.60 Wt. 8 lbs.
1/2 pint cans .45 Carton 5.40 Wt. 9 lbs.
Pint cans .75 Carton 9.00 Wt. 16 lbs.
Quart cans 1.35 Carton 16.20 Wt. 28 lbs.
Gallon cans 4.50 Carton 27.00 Wt. 53 lbs.



NORWESCO

Neatsfoot Clutch and Brake Compound

Restores clutch and brake facings of cork, leather or composition, causing them to grip with real stubbornness.

1/2 pints and pints packed 12 in a carton; gallons packed 6 in a carton.
1/2 pints \$.35
Pints50
Gallons 2.50

Carton of 1/2 pints \$4.20 Weight 9 lbs.
Carton of pints 6.00 Weight 15 lbs.
Carton of gallons 15.00 Weight 50 lbs.



CARBONOX

Carbon Remover

Applied through the priming cups or spark plug openings. It attacks the charred oil that holds the flakes of carbon to the metal. Will clean an engine in thirty minutes.

12 pint cans packed in a carton; 6 gallon cans packed in a carton.

Retail Price

Pint cans \$.75
Gallon cans 3.50

Carton of Pints \$ 9.00 Weight 18 lbs.
Carton of Gallons 21.00 Weight 50 lbs.



NORWESCO

Valve Grinding Compound

A compound that quickly grinds the valve to a smooth even seat. Positively contains no glass or emery.

Three-an-one can, 3 oz. coarse, 1 oz. fine \$.40
Carton 4.80

Weight 5 lbs.

1 lb. cans, fine, medium, coarse \$1.00
Carton \$12.00 Weight 16 lbs.
12 cans packed in a carton.



NORWESCO

Mechanics Blue

Made from the finest quality Mechanics Blue, ground in pure linseed oil. Used for locating high places or worn spots on metal surfaces.

12 tubes packed in display carton, weight 2 lbs.

Retail Price

1 oz. tubes 3/4x1 1/2" \$.20
Per carton 2.40

Automobile Soap

Retail Prices

LINSEED OIL SOAP

NORWESCO Linseed Oil Soap is absolutely neutral—there is no free alkali in this soap, so you can recommend it for use on all cars—from the Ford to the highest priced car.

1 lb. can.....	\$.30
3 lb. can.....	.85
5 lb. bucket.....	1.30
10 lb. bucket.....	80.24 per lb.
25 lb. bucket.....	22 per lb.
100 lb. keg.....	16 per lb.
Half barrel.....	15 per lb.
Barrel.....	14 per lb.



Motor Car Enamel

NORWESCO has made it possible for the dealer to offer the car owner a choice of 66 different colors, yet the dealer only carries 11 stock colors.

	1 Pts.	Pts.	Qts.	Gals.
Black	\$0.60	\$0.90	\$1.65	\$6.00
Green, Brown, Gray, Clear and Cream..	.65	1.15	2.10	8.00
White, Blue, Maroon, Orange and Yellow..	.70	1.30	2.40	9.00



FINISHING MATERIALS



NORWESCO Mohair Dressing and Lining Dye

Thoroughly dyes and waterproofs with one application. Restores the original black silken sheen. Pint and Quart cans packed 12 to carton, gals. 6 to carton. Prices and weights on cartons same as Leather Dressing.

Retail Price

Pints	\$.80
Quarts	1.40
Gallons	5.00



NORWESCO Leather, Pantasote Top and Upholstery Dressing

Preserves and waterproofs the material and gives a desirable gloss black finish of great durability.

Does not crack or flake and will not rub off or discolor the clothes.

Pint and Quart cans packed 12 to

carton; gallons packed 6	
Pints	\$.80 Carton \$9.60 Wt. 15 lbs.
Quarts	1.40 Carton 16.80 Wt. 30 lbs.
Gallons	5.00 Carton 30.00 Wt. 53 lbs.



NORWESCO Khaki Dressing and Lining Dye

Dyes and waterproofs the top, making it rain-tight. Will not fade or streak.

Pint and Quart cans packed 12 to carton; gallons packed 6.

Pints	\$.80
Quarts	1.40
Gallons	5.00
Carton of Pints	\$9.60
Weight 17 lbs.	
Carton of Qts.	16.80
Weight 35 lbs.	
Carton of Gals.	30.00
Weight 53 lbs.	



NORWESCO Iron Cement

Will permanently repair cracks in iron and steel castings; and leaks in radiators, boilers, steam, hot and cold water pipes, threaded joints, etc. Made in only one grade; guaranteed to

repair equally well hot jobs or cold jobs. Cans packed 12 to carton. 6 oz. cans \$.25 Carton \$3.00 Wt. 6 lbs. 1 lb. cans .50 Carton 6.00 Wt. 15 lbs. 5 lb. cans 2.00 Carton 24.00 Wt. 70 lbs.



TIRE-LAC Tire Paint

For use on tires and rubber matings. Fills the cracks and openings, protects and beautifies the rubber. Rubber White, Rubber Gray and Black.

Pint and Quart cans packed 12 to carton; gal. cans packed 6.

Pints	\$.75	Carton \$9.00	Wt. 22 lbs.
Quarts	1.35	Carton 16.20	Wt. 48 lbs.
Gallons	4.50	Carton 27.00	Wt. 81 lbs.



NORWESCO CHEMICALS



NORWESCO UTILITY BLACK Air Drying and Heat Baking Enamel

A black enamel for general touching up of all metal parts of an automobile such as fenders, hood, radiator, and engine. When applied on the engine the heat of the engine bakes the enamel on, producing a hard surface which is easily kept clean.

1/2 pint, pint and quart cans packed 12 to carton; gallons packed 6.	
1/2 pints	\$.50
Pints	.90
Quarts	1.65
Gallons	6.00
Carton \$6.00	Weight 8 lbs.
Carton 10.80	Weight 15 lbs.
Carton 19.80	Weight 30 lbs.
Carton 36.00	Weight 53 lbs.



NEVER-BURN Engine Enamel

A baking enamel for automobile engines. Applied without filler. Heat of the engine bakes the enamel on and it adheres like a part of the metal itself.

Made in Gloss Black and Battleship Gray.

Pint, 1/2 pint and quart cans packed 12 to carton; gallons packed 6.	
Gray Black	
1/2 pts.	\$.45
Pints	.80
Quarts	1.40
Gals.	5.00
Carton \$5.40	Wt. 12 lbs. 8 lbs.
Carton 9.60	Wt. 21 lbs. 14 lbs.
Carton 16.80	Wt. 48 lbs. 30 lbs.
Carton 30.00	Wt. 84 lbs. 53 lbs.



NORWESCO

Graphite Penetrating Oil Is a penetrating graphite lubricant for springs, rusty parts, frozen brakes, bolts, etc.

It will penetrate where ever there is the slightest opening, covering the surface with a perfect graphite lubricant.

1/2 pint and pints cans packed 12 to carton; gallons packed 6.

List Price	
1/2 Pints	\$.50
Pints	.75
Gallons	3.50
Carton of 1/2 pints	\$6.00
Carton of Pints	9.00
Carton of Gallons	21.00
Weight 9 lbs.	
Weight 15 lbs.	
Weight 50 lbs.	

NORWESCO

Automobile Cream Polish

NORWESCO Cream Polish is built to "feed the finish" and does not cut away the varnish to expose a bright surface.

Bottles packed 12 to carton, except gallons 6 to carton.

List Price

8 oz. bottles	\$.40
Pint bottles	.65
Quart bottles	1.00
Gallon bottles	3.00



Carton of 8 oz. bottles	\$4.80	Wt. 10 lbs.
Carton of pint bottles	7.80	Wt. 29 lbs.
Carton of quart bottles	12.00	Wt. 48 lbs.
Carton of gallon bottles	18.00	Wt. 80 lbs.



NORWESCO Pumice Hand Soap

For mechanics' use. Not a silex soap. Cleanses and scours without irritating or scratching the skin. Delicately scented.

Retail price 12 1/2 oz. cans 15c.

36 cans packed in a carton, weight 30 lbs.

Retail price, per carton, \$5.40.



NORWESCO Aluminum Bronze

It is a powerful heat resistant, and is particularly adaptable to all metal surfaces which are subject to heat.

Comes mixed in can ready for use. 12 cans packed in a carton.

1/2 pints	\$.60
Carton	7.20
Weight 10 lbs.	



NORWESCO Soldering Paste

For use on all classes of soldering. Makes the solder flow on and fuse easily.

Retail Price	
2 oz. cans	\$.20
4 oz. cans	.35
1 lb. cans	.75
Carton 2 oz.	\$2.40
Weight 3 lbs.	
Carton 4 oz.	3.60
Weight 7 lbs.	
Carton 1 lb.	9.00
Weight 16 lbs.	

NORWESCO Tar Remover

Is a scientific chemical compound that will remove tar or road oil from an automobile without injuring the finish. It leaves the finish with the same luster as the balance of the car.

1/2 pints and pints packed 12 to carton; gallons packed 6.

1/2 pints	\$.50	Carton \$6.00	Weight 9 lbs.
Pints	.75	Carton 9.00	Weight 15 lbs.
Gals.	3.50	Carton 21.00	Weight 50 lbs.





SUNDRIES

Pyrene Safety Cleaner



Every automobile owner is annoyed by grease oil spots on upholstery, slip covers or his clothing.

Pyrene Safety Cleaner cleans all materials, clothing, dresses, silk slippers, shoes, gloves, neckwear, auto apparel and upholstery.

Grease, oil and tar spots and chewing gum are quickly and safely removed. No danger about the car or garage. Pyrene Safety Cleaner cannot burn nor explode.

4-oz. bottle, each.....\$0.25
8-oz. bottle, each......50
Quart can, each..... 1.50

Calcium Carbide

- 2-lb. Cans, $\frac{1}{2}$ -in. Carbide, each.....\$0.25
Per case, containing 24 2-lb. cans..... 6.00
10-lb. Cans, $\frac{1}{2}$ or 1-in. Carbide, each..... 1.25
Per case, containing 6 10-lb. cans..... 7.00
100-lb. Drums, size $1\frac{1}{2} \times \frac{1}{2}$... 7.00



Self-Aligning Burnishing Machine

Self Aligning Power Machine Driven With Electric Drill

With this self-aligning burnishing machine used with an electric drill for power it is possible for the repair man to fit new over-size pistons to cylinders without removing engine from the car when the variations do not exceed five one-thousandths of an inch.

Cylinders slightly tapered, out of round, or with shoulders worn by pistons or rings, may be made round, straight and true with the use of this Burnishing Machine. A very accurate lasting fit can be attained at a great saving over all other present methods.

Use this burnishing machine after rebor-ing. It will remove all tool marks, polish cylinder walls, and longer life piston wear will be the result.



Use this machine after regrounding to remove wheel marks, burnish off high spots left in cylinder; it gives you a real job with a smooth, true, gun-barrel finish.

When replacing worn pistons use this Burnishing Machine for truing worn cylinder walls; indispensable for repairing oil pumping, piston slapping engines.

BUILT IN TWO SIZES

- No. 1, fits all cylinder bores, 2-13/16 to 3 $\frac{1}{2}$. Price...\$25.00
No. 2, fits all cylinder bores, 3 $\frac{1}{2}$ to 4 $\frac{1}{2}$. Price..... 25.00
Extra blades.. Set of six blades..... 5.00
12-ounce can Burnishing Compound..... 1.50

All machines are equipped with universal joint, and fit standard half-inch drill chucks.



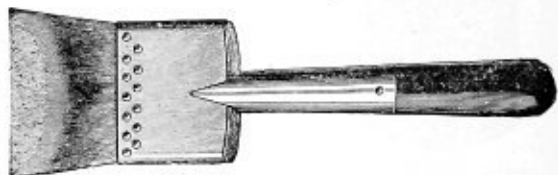
Bridled Glue Brushes



Black China Bristle, red steel ferrules, red handles, with wire bridles.

- No. 722, $\frac{1}{2}$ in.; bristle, 1 $\frac{1}{2}$ in., each.....\$0.60
No. 722, $\frac{3}{8}$ in.; bristle, 1 $\frac{1}{2}$ in., each..... .75
No. 722, $\frac{1}{4}$ in.; bristle, 1 $\frac{1}{2}$ in., each..... .90
No. 722, 1 in.; bristle, 2 in., each..... 1.15

Chiselled Soft Hair Flowing Varnish Brushes



Double Thick Tin Ferrules, Round Handles

- No. 570, 1 in.; bristle, 1 $\frac{1}{2}$ in., each.....\$1.00
No. 570, 1 $\frac{1}{2}$ in.; bristle, 1 $\frac{1}{2}$ in., each..... 1.40
No. 570, 2 in.; bristle, 1 $\frac{1}{2}$ in., each..... 2.00
No. 570, 2 $\frac{1}{2}$ in.; bristle, 1 $\frac{1}{2}$ in., each..... 2.50

Extra Quality Chiselled Black Bristle Varnish Brushes—Extra Thick



Selected Black China Bristle, vulcanized in rubber cement, nickel-bound, red oval handles.

- No. 401, 1 in.; bristle, 1 $\frac{1}{2}$ in., each.....\$0.75
No. 401, 1 $\frac{1}{2}$ in.; bristle, 2 $\frac{1}{2}$ in., each..... 1.10
No. 401, 2 in.; bristle, 2 $\frac{1}{2}$ in., each..... 1.75
No. 401, 2 $\frac{1}{2}$ in.; bristle, 2 $\frac{1}{2}$ in., each..... 2.50

Chiselled Black Bristle Varnish Brushes Single Thick



Selected Black China Bristle, vulcanized in rubber cement, tin ferrules, flat handles.

- No. 444, 1 in.; bristle, 1 $\frac{1}{2}$ in., each.....\$0.35
No. 444, 1 $\frac{1}{2}$ in.; bristle, 1 $\frac{1}{2}$ in., each..... .50
No. 444, 2 in.; bristle, 1 $\frac{1}{2}$ in., each..... .60
No. 444, 2 $\frac{1}{2}$ in.; bristle, 2 $\frac{1}{2}$ in., each..... .90



GRINDING COMPOUNDS

Clover Valve Grinding Compound



For grinding valves, lapping out cylinders, grinding pistons into cylinders, grinding together gearing, roughing-in work, grinding shafts into bearings, polishing, etc. A scientific mixture of abrasive and hard petroleum cutting oil. Ready for use as sold. Contains no emery or grit, and having no magnetic properties, it will not remain in the pores of cast iron after grinding. Will not melt or run in temperatures under 200 degrees.

Trial size, duplex can, each.....\$0.30
Standard 4-oz. duplex can, each.....50

The two duplex cans listed above are intended for individual use, and contain two grades in each can, C for roughing and A for finishing.

For the Manufacturer and Shop—Made in Six Grades

1-A (very fine), A, B, C, D and E (very coarse); put up in one-pound cans.

Some Uses for Clover Compound and Grades Recommended

Grinding valves—C or D for roughing and A for finishing. Grinding crank shafts into bearings—1-A or A. Grinding pistons into cylinders—Grades A or B. Polishing crank shafts or arbors—A or 1-A. Running together gearing—A or B. Grinding brass cocks—1-A or A. Lapping-out cylinders—Grade A.

1-lb. cans, each.....\$1.50
Specify grade wanted.

Carborundum Compound

For the convenience of the motor supply dealer, the garage and repair station owner, and for use in the machine shop, the Carborundum Valve Grinding Compound is put in one and five-pound cans of the coarse and fine mixtures.

The coarser compound is used first in grinding the valves. It quickly removes all pits or masses of any foreign matter. The finer compound is then used in giving the valve seat a perfectly true, polished. Comes in round tins (not illustrated).

1-lb. tin.....\$1.50
5-lb. tin.....6.25

Specify whether coarse or fine is wanted.

Carborundum Valve Grinding Outfit



Carborundum Valve Grinding Compound is the best medium possible for motor valve grinding.

This outfit contains two collapsible tubes, cloth strips and booklet, packed in neat cardboard box.

Specify fine or coarse.
Outfit complete.....\$1.00

Carborundum Valve Grinding Compound



A mixture of the hard, sharp, fast-cutting carborundum grains and a high-grade grease. It is made in the coarse, medium and fine mixtures and it quickly cuts the carbon, giving the valve a true clean seat. The coarse, or the medium compound is for roughing in the valve and the fine for polishing the valve. The handy combination can carries both the fine and the coarse compound in separate compartments. It is a mighty handy thing for the car owner.

No. 277, per can.....\$0.50

Carborundum Grains and Powder

Carborundum grains are produced by crushing and grinding the crude crystals, washing and separating by sieves into various sizes. These are numbered, the same as emery, in accordance with the number of threads per lineal inch of the sieve through which they have passed, as follows: 6, 8, 10, 12, 14, 16, 20, 24, 30, 36, 40, 50, 60, 70, 80, 90, 100, 120, 150, 180, 220.

Powders are the grains too fine to size by ordinary sieving. These are graded by floating in water. F, FF, FFF powders include in their numbers all grades of fineness from F, the next finest after No. 220, to FFF, which contains the very finest dust.

We carry grain only No. 90 medium and 150 fine and powder No. FF only.

No. 90, Grain, per 1-lb. can.....\$0.40
No. 150, Grain, per 1-lb. can.....40
No. FF Powder, per 1-lb. can.....40

Pep Grinding Compound

Pep is water mixed and is very effective for quick and accurate grinding. Is non-magnetic and will not harm the combustion chamber. When properly used, will grind ordinary valve in 30 seconds. Lithographed directions on each tin.

4-oz. tin, each.....\$0.60
8-oz. tin, each.....1.00
16-oz. tin, each.....1.80



Pep Bearing Compound



A safe, rapid, smooth-cutting compound for doing away with tedious hand scraping of babbitt bearings. Is a dry powder which can be mixed by the user with either oil or water, oil for slightly greater convenience—water for much higher speed and smooth finish.

No. G-834, 4-oz. can, each.....\$1.00



GRINDING SUPPLIES

Carborundum Valve Grinding Compound

(In Tubes)

Carborundum Valve Grinding Compound is also put up in separate tubes containing fine or coarse paste, as desired. In this form it is most convenient for the individual car owner.

Fine, per tube.....\$0.35.

Coarse, per tube..... .35

Put up in counter display of 6 of each.



Carborundum Automobile Mechanic's Stone



Especially adapted as to size, shape, firmness and hardness for sharpening tools such as are used by automobile mechanics, size 6 1/2 x 3 x 1/2 inches.

Each\$1.50

Aloxite Cloth

Aloxite is a new abrasive material manufactured by the Carborundum Company. It is the ideal abrasive for steel cutting, and when coated on cloth it is far superior to emery for general machine shop work.

Crocus, per quire.....\$3.00
 F, per quire..... 3.00
 2/0, per quire..... 3.00
 0, per quire..... 3.00
 1, per quire..... 3.10
 1 1/2, per quire..... 3.25
 2, per quire..... 3.40
 2, per quire..... 3.50



Aloxite Cloth in 50-yard Rolls



Aloxite Cloth, which is rapidly succeeding the old-time emery cloth for general machine shop work, is put up in economy rolls as well as in reams, sheets and rolls. The cloth is cut in the widths specified below, snugly wound on spools. The operator simply cuts off a piece in any length or width he desires. The rolls are fifty yards long and are made in any desired grit.

Grit	Width	Price	Grit	Width	Price
2	1-inch	\$3.75	1	1 1/2-inch	\$5.10
1	1-inch	3.95	1	1 1/2-inch	5.40
1 1/2	1-inch	4.20	1 1/2	1 1/2-inch	5.70
2	1-inch	4.40	2	1 1/2-inch	6.00

Aloxite Cloth in Economy Strips



Aloxite Cloth is also cut in strips eleven inches long either of one or assorted grits. These strips are mighty handy for cleaning spark plugs, valve stems, and for other work about a motor.

No. 66, per package ...\$0.50

Carborundum Wheels



In ordering signify No. 40, 60 or 80 grit, thickness of wheels, diameter in inches and size of arbor holes.

These sizes are carried in stock.

THICKNESS OF WHEELS IN INCHES							R. P. M. for Surface Speed of 5,000 Feet
Dia. in Inches	3/4	1	1 1/4	1 1/2	2	Grade	
4	\$1.65	\$1.95				60-80	4,775
6	2.90	3.40	1 1/4			40-60-80	3,153
8		5.20	\$6.10	1 1/2		40-60-80	2,387
10		7.50	8.90	10.20		40-60-80	1,910
12			9.50	11.80	13.10	40-60-80	1,592

Carried in 3 grits suitable for general garage work.

Emery Wheel Dressers



No. G699, each\$0.75

The Gem Soldering Set



Comprising one bar of solder, one box of resin, a scraper, and a soldering copper.

Copper is of sufficient size to retain heat.

Packed one set in a wooden box, which is enclosed in a pasteboard carton.

No. 2, per set\$1.50



SUNDRIES

Soldering Coppers



No. 1½, Soldering Copper, weight per pair 1½ lbs.; price, each	\$0.65
No. 2, Soldering Copper, weight per pair 2 lbs.; price, each .....	.80
No. 3, Soldering Copper, weight per pair 3 lbs.; price, each	1.25
No. 4, Soldering Copper, weight per pair 4 lbs.; price, each	1.65



Wire Solder

This comes on average 10-lb. spools. Cut any amount.

Per pound\$1.00

Kester Acid-Core Wire Solder

Kester Acid-Core Wire Solder is a self-fluxing wire solder. The solder is a hollow wire filled with an acid flux which flows as the solder is used. It will solder any metal except aluminum and is especially suitable for automobile repair work. It is cheaper to use than solid wire or bar solder as no time is lost hunting, preparing or applying the flux.



Use it for radiator leaks, spark plug terminals, gasoline pipe and tank joints, battery terminals, cracked fenders, electrical connections, speedometer flexible shaft and general garage use.

Sold only in one-pound cartons.
Per pound\$1.00

Bar Solder



Half and Half Solder, per pound\$1.00
Average bar weighs 1½ lbs.



Wire Spelter

9-gauge, per lb.\$0.75

Soft Grain Brazing Spelter

Per pound\$0.65



Supreme Brand Aluminum Solder



2-oz. Bars, each\$0.50
24 2-oz. Bars on Card, per card12.00

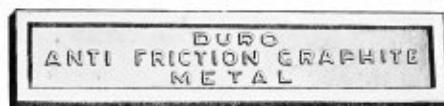


"Mogul" Bearing Alloy

For durable and lasting automobile engine bearings. Is the most satisfactory metal for pouring connecting rod and main bearings. Put up in cakes weighing about 2½ lbs.

No. G-835, per pound...\$1.00

"Duro" Metal



For general use outside of motor and engine bearings. Does not shrink and is frequently used for metal patterns. Put up in bars weighing about 7 lbs.

No. G-836, per pound.....\$0.50

Non-Gran Bearing Bronze



High-Speed Non-Gran Bearing Bronze, cored bars for bushings at new low prices. You can now secure the same bronze used in the Packard, Locomobile, Marmon, Mercer, etc., at very near the cost of inferior bronzes. All bars absolutely guaranteed, no flaws, no waste, perfect cores.

We can make prompt shipment on all standard and near-standard Non-Gran Bars of any diameter you may need.

Per pound\$1.05

Non-Gran Assortment



A new 20½-pound assortment that takes care of every bushing need up to a shaft diameter of 1½ inches. The six different sizes of Non-Gran Bars in this assortment make fifty-four standard and all intermediate bushing sizes. Every repair shop, machine shop, lathe-equipped garage will recognize in this new assortment the best possible investment.

Sizes as follows:

- A "NON-GRAN" HIGH-SPEED NON-GRAN BEARING BRONZE "A" ¾-inch solid
- B "NON-GRAN" HIGH-SPEED NON-GRAN BEARING BRONZE "B" 1 x ½-inch
- C "NON-GRAN" HIGH-SPEED NON-GRAN BEARING BRONZE "C" 1½ x ¾-inch
- D "NON-GRAN" HIGH-SPEED NON-GRAN BEARING BRONZE "D" 1½ x 1-inch
- E "NON-GRAN" HIGH-SPEED NON-GRAN BEARING BRONZE "E" 1½ x 1½-inch
- F "NON-GRAN" HIGH-SPEED NON-GRAN BEARING BRONZE "F" 1½ x 1-inch

6-54, Assortment\$21.00



OILS AND GREASES



A Bengol Display Stand Will Increase Your Sales

One of these attractive all-steel display stands 30 inches wide, 72 inches high and 12 inches deep will be furnished

FREE

Our proposition is most liberal and it is not necessary for you to invest a large sum of money in order to reap the benefits of this Bengol Silent Salesman.

A stand is free to any dealer on his first order for four drums of Bengol, two or more of which is in package goods. We suggest the following assortment.

- 2—Fifty-gallon drums of oil.
- 10—Five gallon cans of oil.
- 30—One gallon cans of oil.
- 2—Twenty-five lb. pails grease.
- 24—Five lb. pails of grease.
- 24—One lb. cans of grease.

BENGOL 100% PURE PENN-SYLVANIA

PRICE LIST

Bengol Light, Medium and Heavy

Drum Per Gal.	Drum Per Gal.	Drum Per Gal.	5 Gal. Cans Each	10 1-Gal. Cans Per Case
\$1.00	\$1.06	\$1.18	\$5.90	\$16.25

Bengol High Duty

1.16	1.22	1.33	6.65	17.60
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Bengol Extra Heavy

1.37	1.43	1.54	7.80	19.95
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Bengol Gear Compound; Medium and Heavy Cup Greases

10 lb. Can	5 lb. Can	25 lb. Can	Case 12 5 lb. Cans	Case 24 1 lb. Cans
.25	.27	7.40	18.50	8.60

Bengol Gear Oil

50 G. Drum	30 G. Drum	15 G. Drum	5 G. Can
1.00	1.06	1.18	5.90

Bengol Worm Drive Oil

1.50	1.56	1.65	8.25
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FREE ADVERTISING MATERIAL

Metal flange signs in four colors, window transfers, imprinted descriptive circulars, and multigraphed sales letters will be furnished free to all dealers taking advantage of our display stand offer.



OILS AND GREASES—Continued

INCREASES EFFICIENCY

REDUCES FRICTION



PURE PENNSYLVANIA HEAT-RESISTING LUBRICANTS

Bengol is a 100% pure Pennsylvania heat-resisting lubricant specially adapted for use in any internal combustion motor. This superior quality lubricant absolutely reduces carbon and insures increased efficiency.

Proper lubrication is one of the most important factors in the successful operation of any automobile or tractor. The power of the engine, its reliability, expense of upkeep and repairs are largely dependent upon the lubricant. Unless a quality oil is used motor parts soon become carbon-clogged and worn.

Bengol meets every qualification necessary to insure satisfactory lubrication. It has a paraffin base, which is in itself a lubricant and resists motor heat under high operating temperatures. It does not break down and thin out as do the asphaltum base oils of Illinois, Oklahoma, Wyoming, Texas, California and other western fields.

Every gallon is carefully and accurately tested before leaving the refineries in the heart of the Pennsylvania fields. Unusually high flash and fire points are guaranteed. Bengol can be sup-

plied in 50, 30 or 15-gallon steel drums, or in 5-gallon cans packed one or two to the case, and 1-gallon cans packed ten to the case. Bengol Gear Compound, Medium and Heavy Cup Greases can be supplied in barrels, half-barrels, 25-pound cans, 5-pound cans packed twelve to the case, and 1-pound cans packed twenty-four to the case.



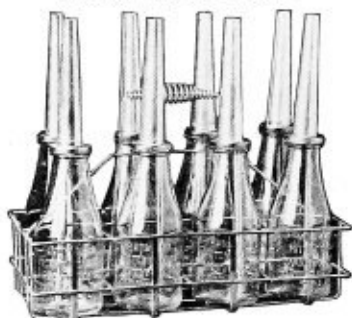
BENGOL

100% Pure Pennsylvania
Heat Resisting Lubricants



OILS AND GREASES—Continued

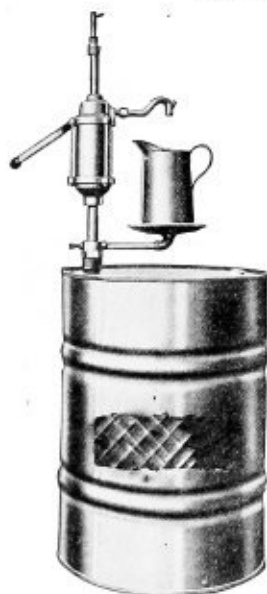
Handy Oiler Outfits



The latest and most improved method of vending oil. Special air vent in metal spout makes it possible to empty quart in thirty seconds. An improvement over all other methods now in use. Outfit consists of eight one-quart Handy Oilers and a rigid spot-welded metal basket.

No. G684, complete\$8.00

Oil Pumps



Quart Type



Drum Pump

Measures 1 quart accurately. Fits a 1½ inch opening making a dispensing tank of a steel drum by simply up-ending it and screwing in the pump. A very good item for dealers, garage men and industrial trade.

No. G-837, each\$12.00

An inexpensive pump that adequately meets the average requirements of garages, stores or factories. Fits 1½ inch opening in a steel drum. The action of the pump is positive and produces the flow on the up-stroke.

No. G-838, each\$5.00

Dixon's Graphite Transmission and Differential Grease



A graphited grease of just the right consistency for all transmission and differential gears, except those intended to be lubricated with light oil. It is the grease the "Speed Kings" use. There is nothing like it on the market. We stand behind this grease with our strongest recommendation.

677—1-lb. Tin Cans, 36 in case, per lb.....\$0.50

677—5-lb. Tin Pails, 10 in case, per lb..... .45

677—10-lb. Tin Pails, 6 in case, per lb..... .43

Gear Oil



A fluid gear lubricant for worm drives and for transmission and differential cases designed for light oil lubrication. It readily follows the gears and furnishes ample graphite lubrication to the bearings.

675—5-lb. Tin Pails, 10 in case, per lb.....\$0.45

675—10-lb. Tin Pails, 6 in case, per lb..... .43

Dixon's Graphite Heat-Resisting Grease

No. 676 is the best grease we know of for universal joints, water pump cups, overhead valve cups and clutch thrust collars. It positively will not melt and run out. This grease should not be used on gears.

676—1-lb. Tin Cans, 36 in case, per lb.....\$0.55

676—5-lb. Tin Cans, 10 in case, per lb..... .50



Graphite Cup Greases

Cup greases containing fine flake graphite reduce friction to a minimum. For all grease cups, axles, etc. Bearings soon acquire the well-known polish that eliminates friction and causes easy running. Specify density desired when ordering.

3—1-lb. Tin Cans, 36 in case, per lb.....\$0.50

3—5-lb. Tin Pails, 10 in case, per lb..... .45

3—10-lb. Tin Pails, 6 in case, per lb..... .43



Rustsolvo



RUSTSOLVO is a free flowing fluid, utterly harmless, nonflammable, pleasant-smelling. It dissolves rust, red or white lead, paint, tar, grease or dirt. Cuts any deposit of carbon, graphite, shellac, green corrosion on batteries. Does it quickly and without injury to metal, rubber or wood.

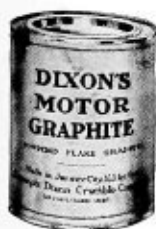
One gallon can.....\$6.00
Half gallon can..... 3.25
Quart can..... 2.00
Pint can..... 1.50
8-oz. can..... .60

Order No. G671



MEASURES

Motor Graphite



The purest and most carefully selected grade of flake graphite, ground extremely fine. Its function is to eliminate friction and wear of parts and to increase power. Use it in cylinders, on chains, springs, tires, wheel rims, bearings, and wherever friction occurs.

1-lb. Tin Cans, 36 in case, each...\$0.75
5-lb. Tin Cans, 10 in case, each... 4.50

Dixon's Non-Leak Graphite Grease

Differential housings of many cars chronically leak at the ends of the axle. No. 680 is the result of several years experimenting with the idea of overcoming this trouble. It is all lubricant, has long life, will not allow gears to cut a path through it like very heavy grease and it does not leak out on the brakes and over the wheels. This special grease should be used only when No. 677 or No. 675 will not stay in the differential housing. It should not be used in transmission. Great for Fords.



No. 680—2½-lb. Cans, 20 in case, per lb.....\$0.50
No. 680—5-lb. Tin Pails, 10 in case, per lb..... .50
No. 680—10-lb. Tin Pails, 6 in case, per lb..... .48
No. 680—25-lb. Firkin, per lb..... .47
No. 680—50-lb. Keg, per lb.41

Pyro Denatured Alcohol



An anti-freezing solution that defies the action of Snow King. This inexpensive and very efficient liquid in solutions as indicated below will help to keep that car running in the severest weather. This Pyro has the approval of the Society of Automobile Engineers and is recommended by that body.

Its superiority over salt-solution, glycerine or wood alcohol has long been known. It has no harmful ef-

fects and requires no skill in mixing.

Radiator Filler

This filler has a real neck for throwing water down into the filler neck of any car at the slightest raising of the filler body. Does away with splashing water all over the hood and radiator shell.

Made of galvanized steel. Size 8½x16 inches, with a capacity of 12 quarts. Spout extends 10 inches.

No. 22, each.....\$1.75



Flexo Combination Measure and Funnel

Heavily Copper Plated



Length of flexible spout 8 inches, and the diameter of same is 5/8 inch—detachable. A measure and funnel combined, which will conveniently and easily reach any oil hole or tank on any make of car and is a universal measure.

The tube unscrews and packs inside of the measure, thus making it very compact.

	Capacity	Dia. Bot.	Total Height	Each
No. F-1010—1 quart.....	4 in.	8 in.	\$1.50	
No. F-1020—2 quarts....	5 in.	10½ in.	1.75	
No. F-1040—4 quarts....	6½ in.	12½ in.	2.00	

All-In-One Measure

Flexible metal spout can be placed in any position. The valve is under control of thumb lever at all times and has a spring to keep valve closed unless held open by thumb lever. Another feature is the strainer to hold any foreign matter in the oil and prevent it getting into the oiling system. A right hook keeps the spout up against the measure when not using. Copper finish.



No. G-749, 2-quart size, each\$3.50
No. G-750, 1-quart size, each 3.00

Combination Measure and Funnel with Automatic Shut-Off Attachment



Positively prevents overflowing the oil tank and spilling oil over the engine and other parts.

It is not only the most practical measure, combined with a funnel for convenience in pouring, but has in the spout a brass ball valve (ground oil tight) to shut off the flow of oil instantly (in a very simple manner) at the convenience of the user.

Simple in construction, positive in action and everlasting in quality. Heavily copper-plated.

Number	Capacity	Diam. Bottom Inches	Height Inches	Diam. Spout Inches	Each
210	1-qt.	4½	7½	7/16	\$2.00
220	2-qt.	5½	9½	1/2	2.50
240	4-qt.	6½	12½	11/16	2.75



MEASURES—Continued

Duplex Combination Measure and Funnel

Extra Heavy Weight



Number	Capacity	Diam. Bottom Inches	Height Inches	Diam. Spout Inches	Each
2½	½-pt.	2½	4½	5/16	\$0.90
5	1-pt.	3½	5½	3/8	1.00
10	1-qt.	4½	7½	7/16	1.15
20	2-qt.	5½	9½	1/2	1.25
40	4-qt.	6½	12½	11/16	1.50

The following numbers are same as above but have wire strainers.

20½	½-pt.	2½	4½	5/16	\$1.10
50	1-pt.	3½	5½	3/8	1.20
100	1-qt.	4½	7½	7/16	1.25
200	2-qt.	5½	9½	1/2	1.50
400	4-qt.	6½	12½	11/16	2.00

Combination Measures and Funnels



Cat. No.	Capacity	Packing	Each
93	1 pt.	2 doz. carton	\$0.60
94	1 qt.	1 doz. carton	.80
95	2 qt.	1 doz. carton	1.00
96	4 qt.	1 doz. carton	1.25

Auto Oil Measures



Heavy weight. Heavily copper-plated and lacquered; all side handle style.

Number	Capacity	Diam. Bottom Inches	Height Inches	Each
9	1-pt.	3½	4½	\$0.80
11	1-qt.	4½	5½	.90
12	2-qt.	5½	7½	1.05
14	4-qt.	6½	9½	1.30

Simplex Gasoline Measure



A practical, easy-pouring measure, with bail, as shown. Heavily copper-plated and lacquered.

Number	Capacity	Diam. Bottom Inches	Height Inches	Each
118	2-gal.	9½	14	\$7.25
222	5-gal.	12½	19	9.00

Gasoline Auto Funnels

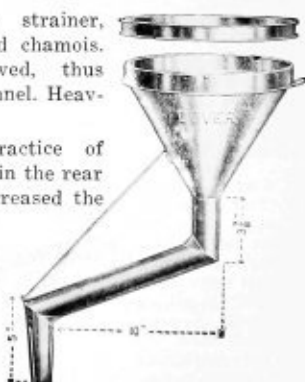


Number	Capacity	Diam. Top Inches	Height Inches	Diam. Outlet Inches	Each
240	4-qt.	9½	12	2	\$2.00
280	8-qt.	12	13½	2	2.25

New Two-in-One Offset Gasoline Funnel

With fine brass strainer, movable hoop to hold chamois. Spout easily removed, thus forming a regular funnel. Heavily copper plated.

The increasing practice of carrying the gasoline in the rear tanks has greatly increased the demand of our offset funnel, which is so designed that tanks may be filled easily and quickly.



Number	Capacity	Diam. Top Inches	Diam. Outlet Inches	Each
4000	4-qt.	9½	½	\$3.00
8000	8-qt.	12	1½	3.25



FUNNELS AND OIL CANS

Flexo Gasoline Funnel



This funnel has a 1-inch flexible tube 18 inches long attached to the body of the funnel with a screw. It will conveniently and easily reach and fill any gasoline tank wherever situated and is the first universal funnel made. The flexible tube unscrews and packs inside the funnel, thus making it very compact.

No. F1040, each\$2.00

Capacity	Dia. Body	Height Body	Length Tube	Dia. Tube
4 qt.	9 1/4 in.	by 8 1/2 in.	by 18 in.	by 1 in.

With Fine Brass Strainer, Movable Hoop, to hoop chamois with, and Heavily Copper Plated

Flexo Oil Funnel

This funnel has a 5/8-inch flexible tube 8 inches long. This tube is removable, being attached to the body of the funnel with a screw. It is so flexible it will reach any oil filler hole on any make of car with ease. Spout easily removed and packed inside of funnel, making it very compact and easily carried in the tool kit.



Capacity	Length	Width	Height	Dia. Tube
1 pint	6 1/2 in.	by 3 in.	by 12 in.	by 5/8 in.

No. F1001, each\$1.10

Standard Gasoline Auto Funnels



Heavily copper-plated, with fine brass strainers and movable hoop to hold chamois.

Number	Capacity	Diam. Top Inches	Height Inches	Diam. Outlet Inches	Each
10	1-qt.	5	6 1/2	1/2	\$0.90
20	2-qt.	8 1/2	9 1/2	1	1.00
40	4-qt.	9 1/2	11	1 1/2	1.25
80	8-qt.	12	12 1/2	2	1.50

A Very Important Feature

We have put beads or fluted the lower part of the body for use in tanks with large openings, so that if the filler opening in the tank is larger than the spout and the lower part of the body of the funnel goes down into the tank opening, the beads form an air space and prevent the funnel from becoming air bound.

Tin Funnels



Cat. No.	Capacity	Dimensions	List Price
15	1/2 pt.	3 1/2 in.	\$0.12
20	1 pt.	4 1/2 in.	.15
25	1 qt.	6 1/2 in.	.18
30	2 qt.	7 1/2 in.	.25
35	4 qt.	7 1/2 in.	.30

Portable Funnels With Fine Brass Strainer



These Funnels are made especially to carry on auto; oval shape, occupy small space, have an extra large spout so that while the body is small the gasoline will run through the funnel very fast, an important feature. The tube on funnel is fluted so that it will not get air bound while pouring.

Number	Capacity	Length, Inches	Width, Inches	Height, Inches	Diam. Outlet, Inches	Each
01	1-pt.	6 1/2	3	6 1/2	7/16	\$0.65
02	1-qt.	8	3 1/2	8	1/2	.75

Auto Pump Oilers



COPPERIZED

Number	Quantity	Diameter Inches	Length of Spout, Inches	Each
No. 800	1/2-pt.	3 1/2	3	\$2.00
No. 801	1/2-pt.	3 1/2	5	2.05
No. 802	1-pt.	3 1/2	9	2.10
No. 803	1-pt.	4 1/2	5	2.25
No. 804	1-pt.	4 1/2	9	2.35

The Beacon Oiler

You can oil around the corner with this flexible spout oiler. Just bend the spout. It won't break, loosen or leak even if stepped on. The spout retains its position until flexed again. High-grade coppered steel, cut threads, armored steel spout 7 inches long.

Type A—Beacon Flexible Spout Oiler, 3-pint, each.. \$0.65
Type B—Beacon Flexible Spout Oiler, 1-pint, each.. .75





OIL CANS AND GREASE GUNS

Steel Oilers

A superior oiler, with extra large mouths. Easy to fill. New easy locking spout. Gets rid of all cross threading. One-half turn securely locks the spout on the can, likewise one-half turn removes the spout.

Made from 20-gauge cold rolled steel, copper plated inside and out. Clock spring steel bottoms. All spouts from 3 to 9 inches interchangeable.

COPPERIZED



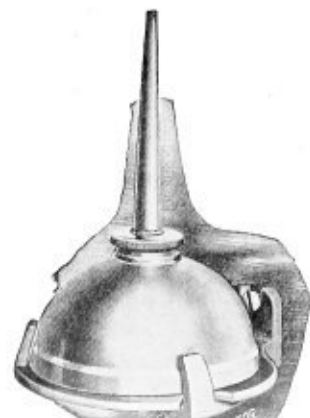
Number	Quantity	Diameter Inches	Length of Spout, Inches	Each
13	1-pt.	3 1/2	3	\$0.50
13A	1-pt.	3 1/2	5	.55
14	1-pt.	3 1/2	9	.65
14A	1-pt.	3 1/2	3	.75
14AA	1-pt.	3 1/2	5	.80
14B	1-pt.	3 1/2	9	.90
15	1-pt.	4 1/2	3	.95
15A	1-pt.	4 1/2	5	1.00
16	1-pt.	4 1/2	9	1.05

Compact Oilers

A very handy and convenient oiler to carry in tool box. Four-inch reversible spout with metal cap. Drip cap at base of spout catches all surplus oil. Occupies very small space, easily carried in tool box. Its powerful spring makes it practically a squirt gun, as it will throw a stream of oil into any part of the car.

Heavily copper-plated; 2-pt., 6 1/2 ins. long by 3 ins. wide by 1 1/2 ins. thick.

No. 10, each 1.25



Oil Can Holder

To be attached to dash under hood. Oil or priming can ready for instant use. Oil is kept warm in cold weather.

Holder without can—
No. G477\$0.25

Auto Safety Drip Pan



Note Construction

Extra Heavy Edge Banded with Red Stripe

Made of heavy galvanized steel with rim turned over a heavy rod, leaving top surface of pan without seam or solder, the only correct manner of making a drip pan.

No. 1, Runabout, size 35x47 in. \$4.50

No. 2, Touring Car, size 35x95 in. 8.00

The sizes listed below are not quite so heavy and not striped, but are good serviceable pans.

No. 01, Runabout, size 29x41 in.\$3.00

No. 02, Touring Car, size 29x83 in. 5.50

Townsend Grease Guns



It can be filled—others cannot. It is filled through an opening in its side 1 1/2 inches wide and 8 inches long, while others are supposed to be filled from the end, which is impossible, as, when a spoonful or two has been put in, the opening becomes stopped up with a pocket of air behind it and no more can be crammed in.

No. G487, 8 oz., each\$4.00

No. G488, 12 oz., each 5.00

No. G489, 16 oz., each 6.00

Jumbo Grease Gun



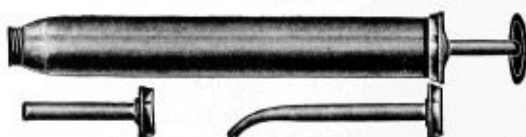
We offer here a high-grade Combination Grease and Oil Gun, made of extra heavy sheet brass. The barrel is 11 inches long and 2 1/2 inches in diameter and weighs 1 1/2 pounds. Capacity, 13 ounces.

The change from grease to oil is quickly made by turning the small thumb nut by hand. Note the combination spout which is curved and conveniently arranged.

The gun is high-grade in every respect; has a large cork plunger and a rapid feed for grease.

No. G490, each\$3.00

Ford Grease Gun



The end of this gun is threaded to fit the tap hole in Ford differential.

No. G492, each\$0.75



GREASE GUNS

Auto Grease Gun



Designed especially for car owner's use. Handles either light or heavy grease. 12½ inches long, 1½ inches in diameter.

No. G494, each\$1.80

Universal Grease Gun



Designed especially for use with trucks and tractors. 19½ inches long, 1½ inches in diameter.

No. G495, each\$2.50

Shop Grease Gun



Self loading and fitted with two pins on either side of barrel to prevent slipping in the hands. 24½ inches long, 1½ inches in diameter.

No. G496, each\$3.50

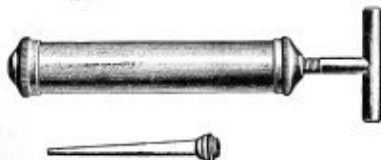
Pioneer Grease Gun



Brass barrel, 1½x10, spout turns in all directions, will handle heaviest grease.

No. G493, each\$2.00

Standard Grease Gun



Brass barrel, 1½x10, with screw rod, 4 threads to inch, allowing quick action, 4-inch straight spout with large opening cork, plunger and metal handle.

No. 34, each\$1.10

Standard Oil Gun



Brass barrel, 1½x8, crook-neck handle, 5-inch bent nozzle.

No. 32 B, each\$0.60

Standard Oil Gun



Brass barrel, 1½x8, cork plunger and nickel handle with finger clips.

No. 33 P, each\$0.90

Lubricating Compressor



WILL LUBRICATE ALEMITE EQUIPPED CARS

Is made of high grade brass tubing; outside has coarse knurl to prevent turning in hand. Specially designed to produce 3000 lbs. pressure with one hand. Flexible Hose encased in woven metal jacket; couplings swaged on, not soldered. This prevents hose from leaking at couplings. Hose will fit on competitive compressors without change of Nipples. Each hose is tested at factory to 3000 lbs. pressure. Booster unnecessary with this compressor.

Compressor With Hose

List Each

B Regular size, 8-inch capacity	\$5.00
B-1 Medium size, 10-inch capacity.....	7.00
B-2 Large size, 12-inch capacity.....	9.00

All compressors furnished with regular BH-14-inch Flexible Hose. If longer hose is desired deduct \$2.00 from prices above and add price of hose as shown below.

Flexible Hose

List Each

Type	
BH Regular length, 14 inches.....	\$2.00
BH-1 Medium length, 18 inches.....	3.00
BH-2 Long length, 24 inches.....	4.00



COMPLETE SETS WITH FITTINGS

Include proper fittings and regular hose and compressor for any model automobile or truck. Packed in neat carton with type B Compressor and Hose.

List Each

Complete sets, any model automobile but Buick, Dodge, Cadillac	\$10.00
Complete sets, any model Buick, Dodge, Cadillac.....	12.00
Only fitting sets, any model automobile but Buick, Dodge, Cadillac	4.50
Only fitting sets, any model Buick, Dodge, Cadillac.....	6.00

EXTRA FITTINGS

Extra replacement fittings can be supplied as desired. Prices on application.



GREASE CUPS

Plain Compression Grease Cup



Style No. 207



Style No. 200

Specify style, number, size and finish

No. 000, 3/4-in. inside diameter, 1/4-oz. capacity, 1-in. pipe thread, plain steel, each	\$0.15
No. 00, 1-in. inside diameter, 1/2-oz. capacity, 1-in. pipe thread, plain steel, each	.18
No. 0, 1 1/4-in. inside diameter, 2/3-oz. capacity, 1-in. pipe thread, plain steel, each	.30
No. 000, 3/4-in. inside diameter, 1/4-oz. capacity, 1-in. pipe thread, brass, each	.25
No. 00, 1-in. inside diameter, 1/2-in. pipe thread, brass, capacity 1/2 oz., each	.30
No. 0, 1 1/4-in. inside diameter, 1-in. pipe thread, brass, capacity 2/3 oz., each	.35

Winkley Ratchet Compression Grease Cups

Specify style, number, size and finish



Style No. 249

No. 000, 3/4 in. inside diameter, 1/4 oz. capacity, 1-in. pipe thread, plain steel, each	\$0.20
No. 00, 1 in. inside diameter, 1/2 oz. capacity, 1-in. pipe thread, plain steel, each	.22
No. 0, 1 1/4 in. inside diameter, 2/3 oz. capacity, 1-in. pipe thread, plain steel, each	.25
No. 000, 3/4 in. inside diameter, 1/4 oz. capacity, 1-in. pipe thread, dull brass, each	.30
No. 00, 1 in. inside diameter, 1/2 oz. capacity, 1-in. pipe thread, dull brass, each	.32
No. 0, 1 1/4 in. inside diameter, 2/3 oz. capacity, 1-in. pipe thread, dull brass, each	.35

Invisible Ratchet Grease Cup

This cup is of the true Ratchet type, the cap locking at every quarter turn. The spring is entirely enclosed in a retainer as illustrated by the cut.

Specify style, number, size and finish

No. 000, 3/4 in. inside diameter, 3/16 ounce capacity, 1-in. pipe thread, nickel, each	\$0.50
No. 00, 1 in. inside diameter, 5/16 ounce capacity, 1-in. pipe thread, nickel, each	.60
No. 0, 1 1/4 in. inside diameter, 3/4 ounce capacity, 1-in. pipe thread, nickel, each	.70



Style No. 233



Angle



Straight

Most popular and satisfactory self-closing oil cup on the market, majority of car makers have adopted this style of cup as full equipment on many models during the past four years. Very rigid and strongly constructed; pleasing in appearance, finish, and low price.

Specify Angle or Straight

Style B-000, Self-Closing Angle Oil Cup, 1/2 dia., each	\$0.20
Style B-00, Self-Closing Angle Oil Cup, 1/4 dia., each	.25
Style B-0, Self-Closing Angle Oil Cup, 3/8 dia., each	.30
Style B-000, Self-Closing Straight Type Oil Cup, 1/2 dia., each	.20
Style B-00, Self-Closing Straight Type Oil Cup, 1/4 dia., each	.25
Style B-0, Self-Closing Straight Type Oil Cup, 3/8 dia., each	.35

Wick Feed Oiler



Used on front axle spindle bolts and yoke pins. Also wherever a wick feed cup is desired. Cup is easy to fill, has large reservoir and will feed constantly until cup is empty. Furnished in nickel plated finish.

No.	Diam.	Thread	Price
000	1	1/2 pipe	\$1.00
00	1 5/32	1/2 pipe	1.20

Oil Cups

STYLE "N"

Our "N" Cup is made with a spring friction fit between inner and outer part, furnishing a smooth working, dust-proof cap which can be turned either way to open but will not jar open.



Open



Closed

No. 1, 1/2-in. diameter, 1-in. thread	\$0.07
No. 2, 7/16-in. diameter, 5/16-in. thread	.10
No. 3, Nickel, 1/2-in. diameter, 1-in. pipe thread, each	.20
No. 3, Brass, 3/4-in. diameter, 1-in. pipe thread (Ford special size), each	.15
No. 4, 9/16-in. diameter, 7/16-in. thread	.13



SUNDRIES

Woodworth Lubricating Lace-on Spring Covers



These lubricating spring covers are made of water and oil proof material lined with felt wicking to hold the oil. It completely encloses the springs from the clamps at the thick part to the shackles at the thin ends. The edges overlap on the under side of the spring.

The covers are black and made in two qualities; a good grade imitation leather and a fine quality of genuine grain leather.

The felt lining is saturated with oil when the covers are put on, and oil cups are provided, making it easy to replenish the oil.

These lubricating spring covers are held on the springs by lacing the edges together on the under side of the springs, with a hook and lace fastening similar to that used on shoes. The covers are made in a number of different sizes which are adjustable to a limited extent both in length and width. By selecting the proper sizes, covers can be obtained which can be adjusted to fit perfectly the springs of all passenger cars on the market.

Price List of Lubricating Spring Covers
Adjustable Lace-On Type

	No. of Covers Required	Imitation Leather
For cars with semi-elliptic or cantilever springs	8	\$7.00
For cars with platform rear spring	10	8.00
For Dodge cars	10	7.50
For all other cars with $\frac{3}{4}$ elliptic rear springs	10	9.00
For Franklin and Holmes cars	16	12.00
For Ford cars	4	2.00
For Chevrolet 190 and Overland Small 4	4	3.00
For Chevrolet Baby Grand	6	5.00
For Roamer cars	12	10.50
"Gray"	6	3.50

Prices of Single Covers

Covers 14 in., 16 in., 18 in., 20 in., long, sizes A to L	\$0.75
Covers 22 in., 25 in., 28 in., long, sizes M to U	1.00

Covers are packed one pair of each size in an envelope, with lacing and full instructions for fitting.

When ordering be sure to specify make, model and year of car.

Imperial Spring Oil

Penetrating action causes a film of fine graphite to be drawn between the spring leaves (without spreading them) by capillary attraction. Only the highest grade of electrically made graphite is used. (Ordinary flake graphite will not enter between spring leaves.)

A Rust Solvent

It instantly dissolves the rust and releases "rust-frozen" nuts, brakeroles, etc.

A Clean and Easy Way to Apply It

When applied with the Imperial Spring Oiler, the user can keep clean, need not crawl underneath the car and it conserves oil.

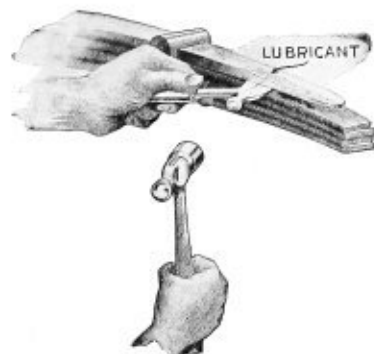
No. 155D, Spring Oil, pint can, each\$0.75



Springs Oiler

No. 150-D, each\$1.50

Tomahawk Spring Lubricant



The simplest, quickest and most effective tool on the market for spring lubrication. It will increase the comfort of riding and stops the squeak, prevents the leaves from rusting together and breaking. Made of the finest drop-forged steel, hardened and polished. Graphite grease is fed from container in handle. Any form of grease can be fed. One blow of the hammer, a twist of the wrist and the trick is done.

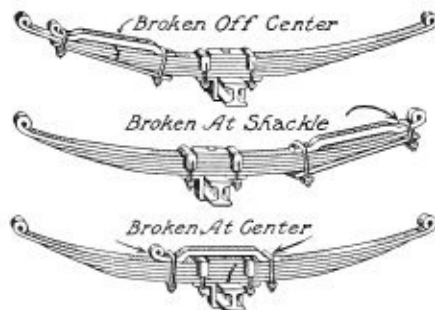
No. G536, each\$1.75

Tomahawk Spring Lubricant

Tomahawk Graphite Spring Lubricant in tube form makes it easy to refill Tomahawk Grease Retainer. Each tube contains sufficient lubricant for 2,000 miles. Will not evaporate; will not wash out or be absorbed by the dust and dirt that accumulates around the springs as oil and other forms of grease.

Per tube\$0.60

Buckeye Spring Repairer



The Buckeye Spring Repairer will take care of any size spring broken either at center, off center or at the shackle. The bodies are made of high-grade malleable iron, the "U" bolts of wrought iron and the under clips of malleable.

An under wood support is also furnished which prevents slipping when the repairer is used for spring broken off center or at shackle. This outfit comes black enameled and is packed in a strong telescoped box.

No. G537, for cars with springs 2 inches and under (Pleasure Car type)\$2.60

No. G538, for cars with springs 2 $\frac{1}{4}$ and 2 $\frac{1}{2}$ inches wide (Light Truck type)3.65

No. G539, for cars with springs 2 $\frac{3}{4}$ and 3 inches wide (Heavy Truck type)4.70



SUNDRIES

Knowlson's Spring Leaf Spreader



No. 1
(Weight, 15 oz.)



No. 3
(Weight, 14 oz.)

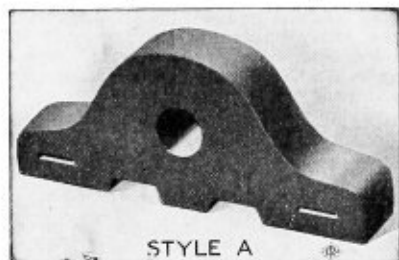
Made of the highest grade drop forging, nickel-plated, polished and well finished. Separates the leaves just enough to insert the lubricant; does away with the jacking up of the car. May also be used as a clamp for broken springs until they can be repaired.

Either tool adjustable to all sizes of springs, and easily operated.

No. 1, each\$2.00

No. 3, each 1.50

Oblong Rubber Bumpers



STYLE A

No. 5, Small, length, 6½; height, 2½; width, 1½; hole, 1 inch; each\$0.60

No. 4, Medium, length, 8½; height, 3½; width, 1½; hole, 1 inch; each90

No. 3, Large, length, 8½; height, 4; width, 1½; hole, 1 inch; each 1.20

Round Rubber Bumpers

No. 3, 3½ diameter, 3½ height, width 1½, hole 1½; each\$0.60



STYLE C

Compressometer

The successful operation of the Compressometer is based on a specially designed gauge of the single spring independent type and equipped with a Red Maximum Hand, which remains at the highest point of compression.

The idea of the Compressometer is to do away with unnecessary work and incidentally the expense of inspecting the engine of your motor car. As all operators of multiple motors know, it is absolutely essential that the compression should be uniform in all cylinders. This device demonstrates its value in five minutes.



No. G264, Compressometer, complete with ½, ¾ and Metric Bushing, each\$7.50

No. G265, Extra Bushings (specify size), each50

Ford Piston Ring Compressor

With this Compressor, piston rings can be set in just a fraction of the time ordinarily consumed. A slight hand pressure on handles produces a leverage strong enough to compress even the new and stiff rings with very little effort.



No. G268, price\$0.50

Piston Ring Extractor



Removes any ring from any size piston without distorting, breaking or injuring ring in any way. Pressure on the grips of the tool spreads the ring and slides it out of the grooves. Tool may also be used to clean carbon from ring grooves.

No. G618, each\$1.50

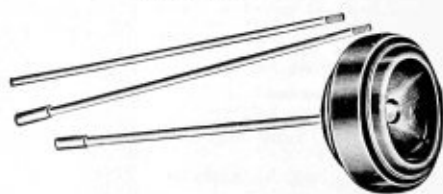
Piston Ring Compressor

Automatically compresses the rings as the piston slides into the cylinder. Place the inserter on the block over cylinder and push piston through it—that's all. Three sizes handle all piston sizes except tractor, which takes a larger size.

No. G839, set of three, \$4.00



Sonoscope



The "American" Sonoscope is an instrument which has been designed expressly for locating knocks and pounds without going to the labor and expense of taking a motor apart, and to say it does its work well does not begin to express it. Every click, knock or pound can be instantly traced to its source, and positively located without any mistake.

No. G157, each\$1.50



ACCESSORIES AND SUPPLIES FOR FORDS

Williams Foot Accelerator



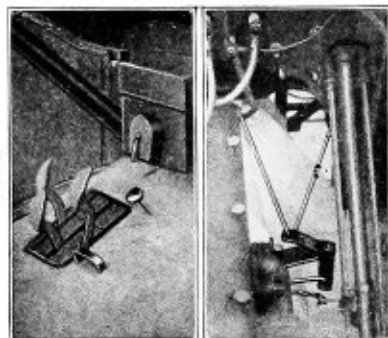
Allows free use of both hands for driving, permitting throttling down to 1/48th of an inch. Such adjustments assure a quick, even get-away and a smooth running motor.

Installation is accomplished by three connections, the hand throttle, carburetor lever and the floor of the car. Spring action: does not operate against the hand throttle. Direct action on the carburetor without the use of levers, ball and socket joints and other complicated devices.

No. G892, Junior Model.....\$1.50
No. G911, Senior Model, each.....3.00

Bull Dog Foot Accelerator for Fords

This is the way it looks from the seat.



This shows accelerator attached to the engine.

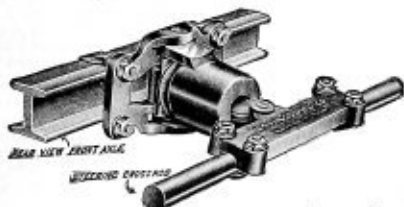
The "Bull Dog" Foot Accelerator for Fords means foot gas control. Convenience itself. Both hands are free for steering and sounding a warning. Makes your Ford drive like a high-priced car. Prevents motor stalling. Economy in gasoline consumption.

It has an advantage over the hand control in driving through mud, snow or sand, because you have both hands free to handle the wheel and control the car.

This accelerator can be attached in but a very few minutes' time, for it is very simple in construction. No chains to break, slip, stretch or get out of order. It has a direct rod drive to the carburetor.

No. G468, each.....\$1.50

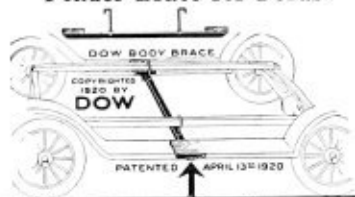
Stabilizer for Fords



Takes the shock and vibration out of steering. Quickly and securely attached to front axle and steering cross rod.

No. G586, each.....\$6.00

Fender Brace for Fords



Keep fenders and springs from breaking and stops that rattle. Makes the car ride much easier. It fits all model Fords. No holes or adjustments needed; can be attached in five minutes.

No. G596, each.....\$3.00

"Little Giant"

Steering Rod Silencer and Guide

Little Giant

Silencer and

Brace for Auto

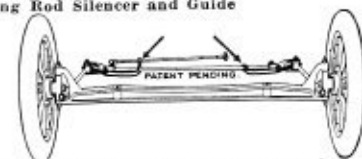
Steering Rods

stops all rod rat-

tle and insures

better steering for all cars with open end brace rods.

No. G583, per pair.....\$0.75



"Baby Giant" Brake-Rod Silencer



These springs insure safety and silence of brake rod joints; less wear of pins and clevises; tight brake rod connections.

No. G584, per set of four.....\$0.50

Radius and Steering Rod Anti-Rattlers for Ford



Radius Rod



Steering Rod

Anti-Rattling Radius Rod Ball Socket. Screw adjustment to take up wear. Baked black enamel finish. Weight, about 14 ounces; packed in paper box.

No. 21, each.....\$0.50

Anti-Rattling Steering Rod Ball Socket. Screw adjustment to take up wear. Baked black enamel finish. Two required on every Ford car.

No. 51, per pair.....\$0.50

Fernald Jiffy Crank Holder



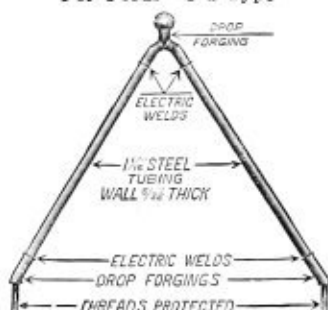
One hook over the lamp bracket and clinched in place, another holding the starting crank—with a stout spring between providing the gripping power to keep the crank right where it belongs.

No. G598, each.....\$0.25



ACCESSORIES AND SUPPLIES FOR FORDS—Continued

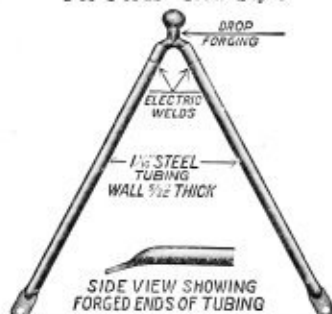
Front Radius Rods For Fords—Old Type



Attaches above the axle. An extra strong rod made of heavy Bessemer butt-welded straight steel tubing and machined drop forgings. Weight 7 lbs. Packed 5 to bundle.

No. 2733, each\$1.75

Front Radius Rods For Fords—New Style



Same as above except that it attaches beneath the axle.

No. 2733-B, each\$1.75

Auxiliary Radius Rods For Fords



No. 733 Auxiliary Radius Rod is made of 1"x1"x1/2" angle iron all one piece. It prevents regular rod from bending and keeps front axle in line. It fastens to front axle perch bolts and to crotch of regular rod. Weight, 5 pounds.

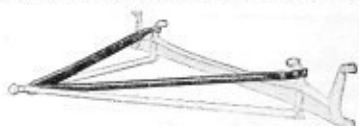
No. 733, each\$1.80



No. 705 Auxiliary Radius Rod fits (New Type Ford Front Radius Rod Only). Made of 1"x1"x1/2" angle iron. Bolts to crotch and fastens to front axle with "U" bolt. It braces front axle and supports regular radius rod. Weight, 6 pounds.

No. 705, each\$1.80

Radius Rod Support for 1920 Fords



For Ford cars equipped with the new type of radius rod.

Made of heavy 1x1x1/2-inch steel angle, equipped with our patented twin hook bolt which holds it securely in position at crotch, and heavy 3/4-inch U bolts which hold support firmly to spring perches.

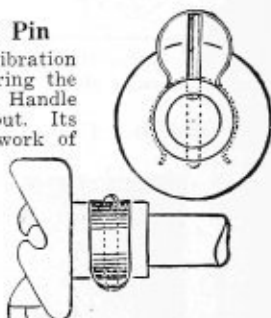
Packed, six in a bundle. Shipping weight, 5 lbs. each.
No. G702, each\$1.50

Jiffy Crank Ratchet Pin

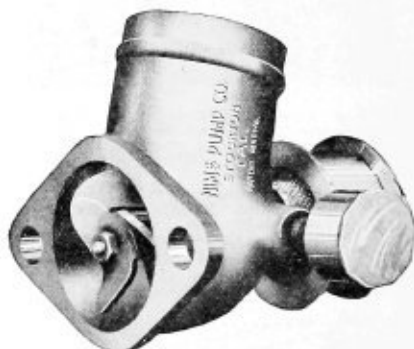
Constant wear and vibration cause the riveted pin securing the Ford Crank Ratchet and Handle to wear and finally drop out. Its replacement requires the work of two men or the removal of the radiator.

The "Jiffy" Pin slips into place in ten seconds without the use of tools.

No. G591, each.....\$0.30



Water Circulating Pump For Fords



Installation is simple without changing the Ford assembly. Water consumption is reduced to a minimum.

Has a three-inch bearing, water cooled, and so constructed as to form a closed pocket around the rotating shaft, thereby retaining the lubricant and keeping dirt and water out of the bearing.

No. G811, complete with belt and jacket.....\$5.00

WATER CIRCULATING PUMP FOR FORDSON

No. G842, complete with belt and gasket.....\$15.00



Fan Belt Guide for Ford

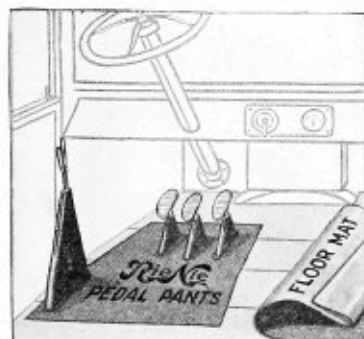
A simple little device which will prevent the belt from slipping.

No. G579, each.....\$0.20



ACCESSORIES AND SUPPLIES FOR FORDS—Continued

Pedal Pants for Fords



When driving a Ford car in the summer the feet become uncomfortably warm from the hot air of the engine as it passes through the pedal and emergency brake openings.

And in winter the feet get intensely cold from the cold air that comes through these openings.

Rie Nie Pedal Pants keep out the heat, cold and dust.

This protector is placed under the floor mat, with sleeves that fit snugly around the pedals and brake lever.

The Ford motorists who are using this protection would not be without it. Sell your customers the same satisfaction.

No. G843, each.....\$1.35

Slot Closers for Fords

Simple, Efficient, Economical

A device that really closes the slots around the Ford pedals; that keeps out cold air in winter; hot air in summer; yet does not in any way interfere with operation of the pedals nor with removal of floor boards.

Installation is very simple and the increased comfort is worth many times the price.

A complete set of Slot Closers is packed in a neat box with full directions for installing. Fifty sets make a standard shipping package.

When ordering be sure to state how many are wanted for Sedan; they are a little different from those used on other Ford models, as the slot around the emergency brake lever extends into the raised board ahead.

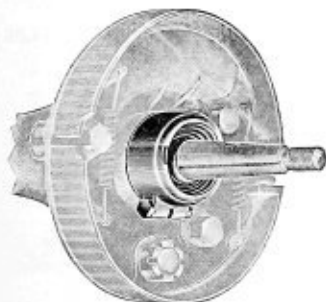
No. G844, per set.....\$1.75



Leakproof Grease Retainer

This Rear Axle Grease Retainer for Fords eliminates the leakage of grease from the rear axle.

The beveled, universal floating, asbestos packing ring automatically closes around the axle shaft. The bevel steel washer and compression spring exerts full pressure on the packing



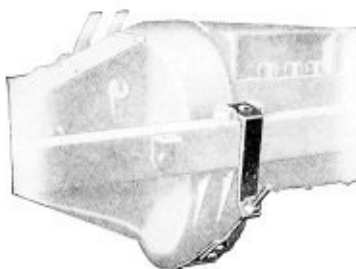
ring, forcing it to the axle shaft. A clamp prevents displacement. A cork gasket makes a tight joint at the end of the housing.

Comes completely assembled and requires no special tools for installation.

No. G845, per set.....\$1.00



Engine Support



Permanently repairs broken crankcase arms. Relieves excessive strain at engine suspension points where vibration and jars and jolts pass to the car frame.

Removes all doubt and danger from a welded or brazed break.

Makes it unnecessary to take down engine to repair broken crankcase arm.

Can be put on by anyone in a few minutes. Drop forged supports—pressed steel saddle.

Simple to Put On

Slip saddle under fly-wheel housing. Drop brackets over frame. Tighten upper nuts until broken arm is set snug and true. Lock into position by tightening lower nuts.

Only necessary to take out No. 1 and 2 floor boards. Crankcase arms determine adjustment of support and assure original alignment of engine. Keep engine from bouncing. Finished in baked black enamel. Weight 8 lbs.

No. G846, each.....\$3.50

Motor Cleaner

Also Sprays Paint and Oil

An easy, quick and effective method of cleaning motors and all sorts of machinery from grease, oil and dust.

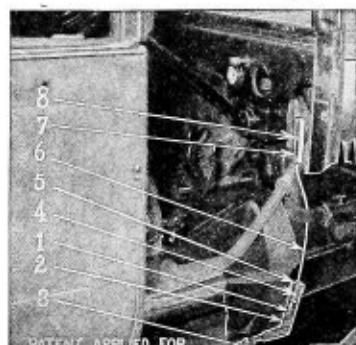
Simply hook up the Motor Cleaner to the tire air chuck on your compressed air line as shown in top illustration and drop the end of the kerosene hose into a can of kerosene and then screw up the thumb nut (which forces nut to a seat and turns on the air) and then "let 'er go." Releasing this thumb nut shuts off the air.

This Motor Cleaner is furnished one in a box and is equipped with yoke and thumb screw which fits all makes of tire air chucks, and also with an extra air hose nipple, for use when the Cleaner is to be permanently attached to a separate air hose without a tire air chuck. In this latter case, an ordinary air valve should be installed in the air line to shut off and turn on the air.

Standard package of 12. Weight each, 1 lb.

No. 20C, Motor Cleaner, each.....\$2.50

Gibson Oil Gauge for Fords



This Oil Gauge indicates the oil level on a dash gauge. It eliminates the fear of danger to engine through lack of oil. No necessity of opening pet cocks on crankcase to test oil level for the gauge is in plain sight.

To attach, simply take out drain plug and attach new drain plug supplied. Attach indicator to dash with three screws furnished. No holes to bore—no change in engine or car.

No. G778, each.....\$3.50



ACCESSORIES AND SUPPLIES FOR FORDS—Continued

No. 40—Oil Dash Gauge



Attaches to the instrument board of a Ford, and indicates the oil level. Installation takes but a few minutes and no special tools are needed. Case is solid aluminum die casting. Weight 8 oz.

No. 40, each...\$3.00

No. 60—Oiling System

This system provides an auxiliary pipe outside the motor so that if the regular pipe is clogged the motor is still supplied with oil. Each system is packed in an individual box. Weight 10 oz.

No. 60, each...\$2.50



No. 11—Rear Wheel Brake

Eliminates destructive and annoying chatter, as well as adding ease of control and smoothness when bringing any Ford car to a stop. One complete set is packed in a box. Weight, 12 pounds.

No. 11\$14.00

Visible Gasoline Strainer

Can be installed by anyone in a few minutes—simply remove present inlet elbow in top of your tank and insert elbow which comes with the strainer in its place. The flange of strainer is attached to tank by two of the screws which hold on top of tank.

Full nickel finish.

A fine counter display case with one strainer attached is included in each package. Standard package of 6 (including one on display card). Weight, each, 14 oz.

No. 122-J Gasoline Strainer, each.....\$3.00

Dash Control



For Adjusting Chokers, Heater Valves, Vaporizers, Etc.

No. 22-R, each \$1.80

Ford Starter Cable



An extremely flexible cable with high-grade insulation. Both terminals are heavily coated to prevent corrosion. Length, 28 inches.

No. 28P\$1.50

No. 2—Steering Wheel Puller



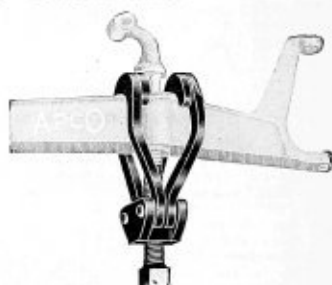
This device hooks around the four spokes of the steering wheel of a Ford and by turning up the large screw the wheel is forced off without damaging it. Black enamel finish. Weight 3 lbs. 11 oz.

No. 2, each...\$4.00

No. 8—Perch Pusher

This tool will remove any Ford Perch. It is simply hooked around the axle—the screw tightened with a large wrench, and then a sharp blow with a hammer does the job. Finished in black enamel. Weight 4 lbs.

No. 8, each....\$4.00



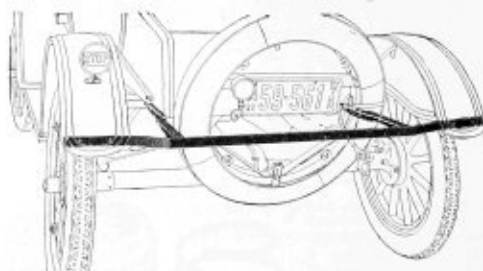
No. 7—Rear Wheel Puller



Designed to remove Ford rear wheels. This Puller does the job quickly without touching the threads. The books slip over the spokes and the large screw is tightened up with a wrench and struck with a hammer, loosening the wheel. Finished in black enamel. Weight 6 lbs.

No. 7, each....\$4.00

Fender Brace and Bumper



Saves Ford Fenders by bracing them and protects tire carrier and spares. Is attached to the body of the car and to the lower side of the rear fenders. Simple, sturdy construction; made of "T" steel. One model fits all Ford cars. Finished in black enamel.

No. G909, each.....\$4.75



ACCESSORIES AND SUPPLIES FOR FORDS—Continued

Oil Gauges for Ford



No. 42



No. 41



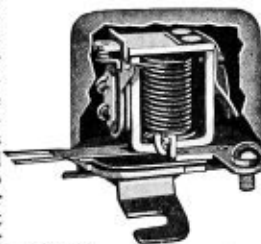
No. 44

Oil Gauge for Ford indicates the correct level of oil in the crank case. To attach, simply remove the lower pet cock from the crank case, attach the gauge and screw the pet cock back into the opening in the gauge. The bent pipe nipple gives correct angle for the gauge.

- No. 41, each\$0.35
 No. 42, same, but with protected glass, each50
 No. 44, A substantial solid brass gauge, with guarded sight glass fitted with drain cock, each75

Electric Cutout for Fords

This generator cutout is so constructed that it may be placed directly upon the generator, and no extra wiring or additional labor is required. All work is done with the same care and accuracy that characterizes that on the finest watch, and the device is guaranteed to the limit. Heavy steel cover renders it water-proof. Built to withstand vibration, wear and tear. Will save battery expense.



- No. G5055, each\$1.50

Hudson Crank Case Repair Arm

For Ford Cars



The Hudson Crank Case Repair Arm is an indispensable time-saver and meets a distinct need in the repair of broken crank case arms on Ford motors.

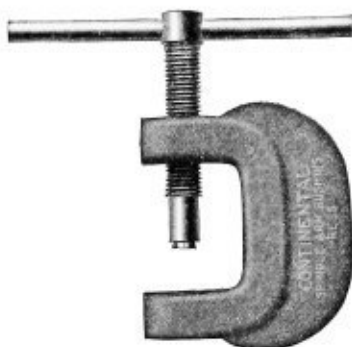
Crank case repairs are always difficult and often expensive. The engine must be taken out of the chassis, torn apart to make the repair, and then a new arm must be riveted on. The cost of this work often exceeds \$20 and in addition

your customer must lose the use of his car from one to two days.

All of this difficulty is now overcome through the use of the Hudson Crank Case Repair Arm. All you need to do is to loosen four bolts, slip the repair arm in place and bolt on.

- No. G592, each\$1.50

Continental Spindle Arm Bushing Press



Designed to remove and replace the worn bushings in the Ford spindle arm, and so efficiently does it do this that the time on this job is cut from three hours to thirty minutes. Built heavy and rugged and will remove bushings that are worn out on one side as the screw is made to exactly fit the hole in the spindle arm, while the boss on the end of the screw exactly fits the inside of the bushing. A necessity for every shop. One of the most efficient Ford tools you can buy.

- No. 45, each\$5.00

Pet Cock Openers for Ford Cars



- Length, 21 Inches Weight, 6 Ounces Packed 12 to Carton
 No. G585, each\$0.25

Valve Adjuster

Silence the valves by reducing the play between valve stems and push rods. Consists of eight caps and a quantity of discs to take up the wear as it occurs. To install, raise valve, slip on cap, and insert disc until clearance is thickness of a business card.

- No. 33, each\$0.50



Crank Case Arm



It is a common occurrence for the crank case arm on the Ford car to break. The crank case repair arm eliminates this and it can be put on in ten minutes. Every Ford repair man should carry them in stock. It is made from boiler plate steel carefully machined, and weighs two pounds.

- No. 30, each\$1.00

Automobile Supplies & Accessories

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